NEW SERIES No. 1322. 日八十月八年五十二緒光

FRIDAY, SEPTEMBER 22, 1899.

號二十月九英港香 五拜禮

THIRTY DOLLARS PER ANNUM.

Banks.

JOKOHAMA SPECIE BANK, LIMITED ESTABLISHED 1880,

CAPITAL (SUBSCRIBEDAND) Yen 12,000,000 ESERVE FUND

Head Office :- YOKOHAMA. Branches and Agencies.

LONDON. NAGASAKI. NEW YORK. SAN FRANCISCO: HONOLULU. SHANGHAL BOMBAY. TIENTSIN.

LONDON BANKERS: THE LONDON TOINT STOCK BANK, Ld. PARRS' BANK, LD. THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY: -INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

Hongkong, 1st August, 1899. IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels. SUBSCRIBED CAPITAL 5,000,000 PATD-UP CAPITAL ASSESSMENT 2,500,000

Head Office :- SHANGHAL Branches and Agencies. CANTON

HANKOW. PEKING. CHEFOO. CHINKIANG. SWATOW. TLENTSIN. FOOCHOW.

"HE Bank purchases and receives for col-lection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agen-

HONGKONG BRANCH: Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS. % per Annum Fixed Deposits for 3 months.

E W RUTTER,

Acting Manager. Hongkong, 15th October, 1898. THE NATIONAL BANK OF CHINA,

HEAD OFFICE :- HONGKONG. Board of Directors :-

Chan Kit Shan, Esq. Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq. D. Gillies, Esq. J. T. Lauts, Esq. Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months, Fixed 5 % Hongkong, 30th May, 1899.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON.

RESERVE LIABILITY OF SHARE-

INTEREST ALLOWED on CURRENT LACCOUNT at the Rate of 2 per cents per annum on the Daily Balances. On Fixed Deposits for 12 months ... 4 per cent. n 6 n / 11 34 n

T. H. WHITEHEAD, Manager, Hongkong. Hongkong, 20th May, 1898.

TIONGKONG AND SHANGHA

TI. BANKING CORPORATION. RESERVE LIABILITY OF PROPTORS. \$10,000,000

COURT OF DIRECTORS: R. M. GRAY, Esq., Chairman. N. A. Siebs, Esq., Deputy Chairman. E. Goctz, Esq., A. J. Raymond, Esq. A. Haupt, Esq. P. Sachse, Esq. The Hon. J. J. Keswick. E. Shellim, Esq. A. McConachie, Esq., R. Shewan, Esq.

CHIEF MANAGER Hongkong-Sir THOMAS JACKSON. MANAGER: Shanghai - J. P. WADE GARD'NER, Esq.

LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: * On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS: For 5 months, 21 per Cent per Annum. For 6 months, 31 per Cent per Annum. For 12 months, 4 per Cent. per Annum. THOMAS JACKSON, Chief Manager.

Hongkong, 19th August, 1899.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAL BANKING CORPORATION, Rules in ay be obtained on application.
INTEREST on deposits it allowed at 31 PER

CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong and SHANGHAL BANK to be placed on FIXED DEPOSIT at 4 PER CENT, per admum.

For the Hongkong and Shanghai BANKING CORPORATION, T. JACKSON. Chief Manager.

Hongkong, 1st August, 1895

ORIENTAL STEAM PENINSULAR NAVIGATION COMPANY.

REMARKS SHANGHAI ... Parramatta, A. Symons About both Sept. ... Freight or Passage. LONDON, &c., Valettat & C. F. Preston, R.N.R..., Noon, 30th Sept. ... Freight or Passage.-LONDON : Candia W. H. Haughton, R.N.R. About 24th Oct. Freight only.

+ (See Special Advertisement). * (Passing through the Inland Sea), ! Vid Marshilles.

For Further Particulars apply to

Hongkong, 22nd September, 1899

H. A. RITCHIE; Superintendent.



RYE WHISKY.

Distilled and bottled by :---HIRAM, WALKER & SONS, Limited.

Age and Genuineness Guaranteed by the Excise Department of the CANADIAN GOVERNMENT by Certificate over the Capsule of every Bottle.

Has the Largest Sale of any RYE WHISKY in the World.

CALDBECK, MACGREGOR WINE AND SPIRIT MERCHANTS. SOLE AGENTS.

15. Queen's Road, Hongkong, 5th September, 1899.

IS THE BEST.

PER DOZEN.

PRICE & Co.,

12, QUEEN'S ROAD.

Hongkong, 19th May, 1899).

THE LIMITED

No. 5-B, BUND, YOKOHAMA.

A 'FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager. Yokohama, ist October, 1897.

NEW FIRE GRATES, NEW SEWING MACHINES,

AND CHEAPEST ON THE MARKET. THE MOST POPULAR IN THE ORIENT.

HAND and TREADLE.

W. POWELL & Co.,

Immed. Opposite P.O., 1st floor.

Untimations.

BRAIN-FAG!

Intimation.

WORRY, ANXIETY, OVER-WORK.

BRAIN-PAG is an expression used to convey the idea of that condition of the brain where it is tired, worn-out or broken down from various causes, such as worry, anxiety, over-work and excesses of various kinds. In cases of this kind, so common in this enervating climate, the first impulse is to resort to stimulants, which may give temporary relief, but wherever there is stimulation there is bound to be a reaction, which leaves the sufferers in a far worse condition than they were before. To this fact may be ascribed more than one half of the break downs which are so frequently brought to our notice in the Far East. A cup of

· bridges over the difficulty, and stimulates, strengthens, and sustains without any deleterious after effects.

BOVRIL IS

Prescribed by Medical Men throughout the World.
Used by all the Principal Hospitals,
Supplied to British and Foreign Governments, and
Sold by over 150,000 Customers throughout the United Kingnom alone,
And also in Every Civilised Country in the World.

AGENTS FOR CHINA:--Watting, Limited.

Husurances.

897

ORK LIFE INSURANCE Co.

(In 313 working days of eight hours each.) TO ITS POLICY-HOLDERS

\$129.19 EVERY MINUTE:

\$7,751.38 EVERY HOUR; \$62,011.04

EVERY DAY : \$373,258.76

EVERY WEEK:

1.617,454.63 EVERY MONTH;

From January 1st to December 31st.

Head Office for the EAST, SHANGHAI.

A line addressed to Mr. A. H. Myens, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention. ARNHOLD, KARBERG & CO. and BIRLEY DALRYMPLE & CO.,

& KOMOR,

JAPANESE FINE ART CURIOS, 21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA 36, Division STREET, KOBE. Hongkong, 15th March, 1898.

Agents, Hongkong. NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above L Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co. [42] . Hongkong, 28th May, 1895.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT. MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK.

DODWELL & CO., LIMITED, General Managers

CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1.350 feet above sea Level.
CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine. GEO, J. CASANOVA.

City Office, 7, Duddell Street.
Hongkong, 4th January, 1899."

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for the 10th October, at Twelve o'clock, Noon, Sprue, Dyskntry, Diarriga, Hemorkhage and Ulceration for the purpose of presenting and the Rowers.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers), 9, Old China Street,

Shanghai.

THE

EQUITABLE LIFE ASSURANCE SOCIETY

OF THE

UNITED STATES

DECEMBER 31st, 1898.

Assurance Applied for in 1898... 198,362,617:00 Examined and Declined 30,318,878.00 New Assurance Issued...... 168,043,739.00 Income 50,249,286.78 Assets December 31st 1898..... 258,369,298.54 Assurance Fund................. 198,898,259.00 Allother Liabilities \$2,160,550.27 201,058,809;27 Surplus...... 57,310,489,27

Paid Policyholders in 1898 ... 24,020,523,42 STRONGEST IN THE WORLD.

The Surplus now amounting to more than \$60,000,000 belongs exclusively to Policyholders. The Surplus of a Life Assurance Company is the Fund from which all Dividends MUST.

The Equitable of the U.S. has by several millions Sterling the largest Surplus of any Life Assurance Company in the World.

DIVIDENDS. In the last 6 years the ' Equitable ' paid Dividends to its Policyholders amounting to more than \$14,000,000, or nearly 1,500,000 more than the Company which came nearest to it.

Apply for Particulars of the Guaranteed Cash Value Policy, to the Society's Hongkong

F. KIENE, Acting Manager.

[18] Hongkong, 18th September, 1899. [11882.

HONGKONG ST. ANDREW'S SOCIET>

THE ANNUAL GENERAL MEETING for the purpose of receiving the Report of the Committee and Statement of Account for the past year, Electing a Committee for the ensuing year, and for the Transaction of General Business will be held in the CITY HALL, on TUESDAY, the 26th instant, at 6 p.m.

SPECIAL GENERAL MEETING.

THE Committee convenes a SPECIAL GENERAL MEETING of the Members of the Society, to be held immediately after the Annual General Meeting, for the purpose of considering and passing certain alterations in the Constitution and Rules of the Society. JAMES M. FORBES,

Hongkong, 16th September, 1899. DOUGLAS STE'MSHIP COMPANY; LLMITED.

Hon. Secretary.

THE ORDINARY GENERAL MEET-1 ING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, on SATURDAY, the 30th instant, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1899. The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 30th instant; both days inclusive.

DOUGLAS LAPRAIK & CO. General Managers. Hongkong, 11th September, 1899. ... [1155a CHINA TRADERS' INSURANCE CO.

LIMITED. NOTICE TO SHAREHOLDERS.

THE THIRTY-THIRD ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the HEAD April last and of declaring Dividends.

will be CLOSED from 26th instant to the roth October, both days inclusive. By Order of the Board of Directors, Walter

A. S. GARFIT, Acting Secretary.

Hongkong, 18th September, 1899. [11894

To-dan's Advertisements.

HONGKONG RIFLE ASSOCIATION. PEARSON GUP & SPOONS.

TO-MORROW (SATURDAY), the 23ml instant, at 3 P.M. Ranges .-- 200, 500 and 600 yards.

Weather permitting. MOWBRAY S. NORTHCOTE, Hongkong, 22nd September, 1899.

ROYAL ANTIDELUVIAN ORDER OF BUFFALOES, GRAND LODGE OF ENGLAND, LTD "LION AND ROSE" LODGE, No. 1,360.

REGULAR MEETING of the above Lodge will be held in the LODGE ROOMS, 10, QUEEN'S ROAD CENTRAL, on TUESDAY, the 26th instant, at 7 for 7.30 P.M. sharp. BUSINESS: - Election, &c.

Visiting Brothers are cordially invited to

Hongkong, 22nd September, 1899. [12040 DOUGLAS STEAMSHIP COMPANY,

FOR SWATOW, AMOY AND TAMSUL THE Company's Steamship

"HAILOONG" Captain Robson, will be despatched for the above Ports, on SUNDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 22nd September, 1899. CHINA NAVIGATION COMPANY,

LIMITED. FOR MANILA, VIA AMOY THE Company's Steamship

*SUNGKIANG! Captain Moore, will be despatched as above on MONDAY, the 25th instant. The attention of Passengers is directed to the Superior Accommodation offered by this

The Vessel is fitted throughout with Electric.

For Freight or Passage, apply to BUTTERFIELD & SWIRE!

Hongkong, 22nd September, 1899. 1175a EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SHANGHÁL THE Steamship

Captain Ellis, will be despatched as above on MONDAY, the 25th instant, at 4 P.M. This New Steamer is specially fitted for Passengers, and has a Refrigerating Cham ber which ensures the supply of Fresh Provisions, Ice, &c., the voyage.

This Steamer is installed throughout with the Electric-light. A Stewardess and a duly qualified Suggeon are carriéd.

For Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, 22nd September, (809. [1205a] NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON; PORT SAID, SUEZ AND STRAITS. THE P. & O. S. N. Co.'s Steamship

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:

From Italy, ex S.S. Thames. Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

'Goods not cleared by the 28th instant, at 4 P.M., will be subject to rent, No Fire Insurance will be effected by me in

any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within tendays after the Nessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 22nd September, 1899.

NOTICES TO CORRESPONDENTS.

[T is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor. Letters on Editorial matters to be sent to "The Editor and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as exidence of good faith, Whilst the columns of the Hongkong Telegraph will alway be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly unders

s stood that the Editor does not in any way hold himself

responsible for opinions thus expressed,

TO ADVERTISERS. Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. The Hougkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be earnt on application.

Untimations.

AN APPEAL.

THE SUPERIORESS of the ITALIAN. CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post-Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

and Collars renewed on old ones. 'Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters. Hongkong, 22nd April, 1802.

NOTICE

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been

ETH. F. SKERTCHLY, . Hongkong, 1st May, 1899.

Intimation.



WATSON & LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841. ...

SCOTCH WHISKY.

A .- THORNE'S BLEND, White Capsule,\$10.80

B.--Watson's Glenorohy Melliow Blend, Blue Capsule, with Name and Trade Mark 10.80

C.--WATSON'S A BELOUR-GLENIAVET, Red Capsule, with name and Trade Mark

D.--Watson's H.K.D., Blend OF THE PINEST SCOTCH MALT WHISKIES, Niolet Capsule 14.40

E .- WATSON'S VERY OLD LI-QÜEURScoren Winsky. Gold Capsule 15.00

THORNE'S BLEND and WATSON'S GLEXORCHY are Jught class Sodal Whiskies, of greater age than most brands in the market.

Abelour-Glenlevet is a yery old Peat Whisky, (smoky), and could not now be replaced in stock at the price.

D is well known for its fine Havour.

E is of superb quality and pronounced by leading local connois. seurs to be the best brand in the Hongkong market.

A. S. WATSON & Co., Limited. TITE HONGKONG DISPENSARY.

BIRTHS.

On the 11th linst, at Yokohama, Mrs. M. KAUTMANN, of a son. At Kajang, Sclangor, on the 11th inst., the wife of WALLACE COOK, of a son, At Hankow, on' the 13th inst, the wife of

ALERED BROWN, of a son. On the 14th inst., at No. 27, Nanzing Road, Shanghai, the wife of Mr. Tr A. MILHA DA Costa, of a daughter. On the 15th inst., at 111, Woosung Road,

Shanghai, the wife of ALERED WALKER, L.M. Customs, of a daughters At Shanghai, on the 18th inst, at No. 5 Makalee I ctrace, the wife of W. B./CHEETHAM

MARRIAGEOn the 16th inst., at St. John's Church, Jessel field, Shanghai, by the Rev. A. Elwin, assisted by the Rev. F. L. Hawks Pott, CHARLES T. Fisher, China Inland Mission, Hankow, to C. JOSEPHINE SMITH, of the same Mission, only daughter of the late Joseph Smith, Uxbridge,

At Kobe, at 11.45 p.m., on the 13th inst, at the International Hospital, V. H. THOMPSON, of Kobe, aged 32.

At Kobe, at 4, 20 plin, on 13th inst., REGINALIS HENRY, the only and beloved son of E. A. St. Clair Smith, aged 3 years and 3 months. Deeply regretted.

The Mongkong Gelegraph

HONGRONG, FRIDAY, SEPTEMBER 22, 1899.

TELEGRAMS. REUTER'S TELEGRAMS.

DREYFUS RELEASED:

LONDON, September 20th. Capt. Dreyfus has been released,

CABINET COUNCIL.

A Cabinet Council will be held on Friday.

THE TRANSVAAL CRISIS. The Boers have occupied Koomatipoort on the Portuguese frontier and also Pangwana Mountain near Laing's Nek. Several of the Orange Free State Commandants have arrived t Pretoria and are conferring with General

(From Japanese Papers.)

The Transvaal Crisis. MONEY SENT TO SQUTH AFRICA. Tokyo, September 12th.

A London telegram of the 11th inst. has reached Yokohama, stating that the British Government has commenced sending money Gentlemen's Shirts made to order, and Cuffs to South Africa to form a war fund.

China and Russia.

PERING, September 12th. Mr. Li Ping-ko, formerly Governor-General of Shantung, has been ordered to proceed at once to Moukden and inspect military affairs there. His mission is probably to examine the delences against Russia.

Disturbance at Hangehau.

TOKYO, September 12th." A report has reached the Government, stating that a quarrel took place a few days ago at removed to No. 50, QUEEN'S ROAD | Hangchau between the Japanese passengers of CENTRAL, Second Floor, (the premises the Daito Steamship Company and Uhinese. formerly occupied by Messrs. Power.i. & Co.) The Chinese police, instead of controlling their to which address all communications should | countrymen, assaulted the Japanese. Mr. Otagiri, the Japanese Consul, immediately visited the police station and lodged a complaint, and the superintendent punished the policemen concerned and issued a warning notification.

A Concession at Seoul SEOUL, September 4th.

Negotiations have been successfully concluded between the Japanese Consul and the Governor of Seoul for the purchase of an oxtensive lot of ground outside the South gate of Scoul, as a site for the station, workshops and godowns of the Scoul-Fusan Railway: ... /

Murder of Japanese in Korea. SEOUL, September 12th

The season for ginseng having opened, M McLeavy Brown, the Commissioner of Customs, with some Korean officials, and soldiers and police, is now at Kaijo, the centre of the trade of ginseng. The Japanese who have entered the city number over too. reported that a quarrel took place the day before yesterday over a bargain, and four Japanese were shot by Koreans and killed.

Imperial Audiences.

. TOKYO, September 12th. Admiral Grenet, the Commander of the Italian squadron in the China Sea, togetherwith the commanders of the Italian cruisers Elna and Elha, now at Yokohama, and three other officers of the cruisers, were presented to the Emperor at to 30 a.m. to-day by the Italian Minister.

Dr. Revons, a Professor in the Tokyo Imperial University, who is going home shortly on the expiration of his contract, was also received in audience by the Emperor at the

Eruption of a Volcano.

MIVASARI, September 12th Mount Kirishima (a noted volcano Hyuga) emitted a subterranean rumbling this morning, and smoke rose from the crater,

Ashes from the cruption of Mount Kirishima fell here at about noon to-day.

A Soshi Assault.

NAGOVA, September 12th. Two soshi made an attack, on the office is the Asahi Shimbun here this morning and a-saulted and injured Mr. Ito Shojiro, the editor. They were immediately arrested.

The Battleship "Asahi." TORYO, September 12th.

The battleship Asalik, built in England, i expected to leave for Japan in a few days.

The Alleged Murder of Japanese in Korea.

A CONTRADICTION. Shoul, September 13th.

The report of the murder of Japanese at Kaijo appears to be unfounded. The Korean Government is interfering with the trade of ginseng, and the trade is likely to be unproductive this year.

The Amoy Disturbance.

TORYO, September 13th. On the 8th inst., the Minister for Foreign Affairs issued instructions to Mr. Yano, th Minister at Peking, in regard to the negotiatia tions arising out of the Amoy disturbance, is believed that no pecuniary compensation will be demanded, the injury suffered by the officials being comparatively slight

The Pacific Cable.

TOKYO, September 13th. Mr. Otani, the Chairman of the Yokobam; Chamber of Commerce (Japanese), who proreeded to America recently to be present at the International Commercial Conference to be held at Philadelphia, will recommend that the Trans-Pacific telegraph cable should be conpleted without delay. A memorial to this effect has been already sent by mail.

A Siamese Legation in Tokyo. TORYO, September 13th.

The Siamese Government has arranged to establish a Legation in Tokyo, and the Minister is expected to arrive shortly.

Violating the Printing Law.

NUGATA, September 13th. A number of Progressists in Niigata Preferture, having printed drafts of petitions to the Government for the reduction of the land tax and shortening of the term of military service, have been prosecuted for violation of the Print-

The Hokuroku Line.

FUKUI, September 13th. The running of the trains between Sabaye and Takaoka on the Hokuroku line, which was interrupted by flood, was resumed at 9.50 a.m.

The "Gefion" at Matsure.

SHIMONOSEKI, September 13th. The German cruiser Gefion, which follows the Deutschsland, called at Mutsure Island

WEATHER REPORT.

yesterday, one of the officers coming ashore to

send a telegram to the Berlin Government.

HONGKONG OBSERVATORY REPORT. . The Observatory report says :--

On the 22nd at 11.55 a.m. Red South Cone lowered. The barometer has risen in S. China and over Japan, and remains almost steady in the Philippines. The Northern depression, still lying in W. Japan, has decreased in intensity, and the typhoon near N. Luzon seems also to be filling up at present. Gradients rather, steep for N. and N.E. winds over the N. part of the China Sea: FORECAST:-Moderate N.E. winds; abandoned, and the master considered that

LOCAL AND GENERAL.

A REGULAR meeting of the Lion and Rose Lodge of the Royal Antideluvian Order of Buffaloes will be held at 7 p.m. on the 26th.

An announcement was made at-London on the 20th August that there will be no trading restrictions imposed in the Sulu archipelago,

WE understand that a telegram was sent yesterday offering the services of 50 Hongkong Volunteers in the event of hostilities in the Transvaal. ...

In is reported that some Chinese Babas, who were out shooting the other day at Kuala Selangor, succeeded in bagging over 300 snippets with 6 shots fired in a volley.

IT is notified that in future, cloaks, great coais and capes of British Officiers serving with Nativo Cayalry, Artillery and Infantry will be khaki coloured. The change is to be intro: duced as renewals are required.

A WUCHANG dispatch states that Governor Yu | cargo and passengers. He occupied the day | They stopped the engines about 5.30 for about of Hupeh has been recently very ill with intermittent fever, so that he has not been able to attend to his duties; many of which have fallen upon Viceroy Chang's shoulders.

It was reported in Shanghai that an outbreak of plague had occurred at Chefoo, but, according to the N. C. D. News, authoritative telegrams have been received denying the existence of plague at Chefoo. Quarantine is being enforced there against infected ports. The reports from thing was correct, and made arrangements as plank started was the one in the engine-room. Newchwang are still very unfavourable.

play at the Hongkong Hotel to morrow (Saturday/evening from 8 p.m. to 9.30 p.m. ;---

1	PROGRAMME.
	1. Wareh "The Officers"
	L Selection . Reminist at Post in the Part of the Print o
	4. Lauteers The Geisha"
	6. Polka Lillipatian Brewet.
	"God save the Queen."

THE Commander of the P. & O. Mazagen on arriving at Singapore reported that on the 11th in Lat. 3° 2' N. Long. 100° 40' E. he picked a Chinaman off a dereliet junk. The junk seemed to be of about 20 tons and was partly ! under water, but the stem was floating about 15 feet above water. The junk may be dangerous to navigation.

A KIUKIANG dispatch to the N. C. D. News states that U.M.S. river gunboat Woodlark was on the 12th instant taking soundings in the of a chief officer's duty to do more. The first say if the ship was making water at that-time, Poyang Lake and that she will probably be employed in her work there for at least ten days. As has already been stated there have been many change's in the lake since the last vears ago.

A GRANT of 11,000 acres on both sides of the Perak river at Sungei Duricoo has been sanc tioned by the Government to the Straits Sugar Co., Limited, at a premium of \$2 an acre free. of reat. An eleventh portion of this area has been already cleared and half of this has been planted with sugar canes, the flourishing apnearance of which does not fail to impress the minds of its proprietors.

Wil are informed by Messrs, Lutgens, Einstmann & Co., General Agents of the Great Eastern and Caldonian Gold Mining Company, Limited, that they have succeeded in securing the services of Mr. T. Waters, the Manager of the Queen and Victoria Mines, Charters Towers, as Mining Manager. Mr. Waters holds a very high reputation and has been in the employ of the Queen and Victoria Mines for years.

WE learn from the Formosan of the 31-t ultimo that about two, million tons of railway material are to be landed at Takow, and that special flat-bottomed boats will have to built for the landing of this cargo, as the ordinary cargo boats cannot be used owing to the heavy sea which prevails there and the weight of the material. And as soon as this cargo is landed the work on the railway, will, it is said, be commenced. The Chinese quar ters in Twatutia and Banka are said to be in such a filthy condition that the wonder is that there is not more plague there .- A Chinese spy of the First Brigade who was out searching for rebels, is said to have been suddenly caugh unawares by four rebels at Kinkwaseki and severely beaten and stripped of everything he had, and, it is added, he barely managed to escape with his life. It is a wonder to us he was allowed to escape with that even, for spies' and informers are detested the world overespecially those who inform on their own countrymen, and it is only persons of the verlowest character who can be got to perform the ignoble work.

THE WRECK OF THE "WHITE CLOUD."

ENQUIRY AT THE HARBOUR OFFICE.

This morning an enquiry was held at the office of the Harbour Master into the circums stances attending the foundering of the steam ship White Cloud, before Commander R Murray Rumsey, R. N., Stipendiary Magistrate, etc., Staff Commander Richard J. Roger, R.N. of H.M.S. Tamar, George Dawning Bowles, Esq., Master, British steamship Empress steamship Taipuca, and Frederic Wm. Huestes, Esq., Master, British Ship Simla.

The White Cloud's official number was 64,124 of Hongkong. Arthur Myroin Raymond Master.

The letter of Mr. Charles Samuel Robinson, the owner of the Il hite Cloud, applying for an enquiry was read; also the warrant from H.E. the Governor granting the enquiry.

Mr. Looker appeared on behalf of the owner, and said that unfortunately the master, Capt

power as any other Court and could summon witnesses to attend, but he was not certain of his power if a man was away formation.

by Gapt. Burnie before she left for Manila. have any cargo on board, as far as he could a steamer, but now expects it was the White Needless to say they have returned delighted see, except some chickens. She did not have | Cloud burning. any coal on her decks as cargo. She had been | - By the Court.-They had hand pumps on the Thursday night; with the generous assist.

in securing everything for sea. They had 23 I an hour but were able to get up steam again. Chinese as crew and 4 European officers. They At about 7 a.m. the engines finally stopped. left Hongkong about 2.30 jam. on Saturday, The boats were out when he got on deck. The the 9th instant. They secured the gangway. weather was fine but the sea was heavy with a Witness was stationed on the forecastle head masty swell. He had no idea that the captain but had to leave several times to tell the chief was going to fire the ship. He had signed a engineer to go a little faster, at the order of Mr. | declaration made by Capt, Raymond that he Robinson. After securing everything, he went had fired the ship according to regulations. on the bridge at 5.50, the ship was then bet. He was not out of employment as he was a ween Waglan Light and the Leeward Islands. | tutor to engineers and had gone for the There was a fine breeze and clear weather, sake of his health. He reported to Captain Raymond that every. By Mr. Looker. -As far as he knew the only regards the watches to be kept. He kept from After he left the ship 4 or 5 started, he believed. 6 to 12. Captain Raymond ordered him to He was not surprised that the planks had THE Band of the Hongkong Regiment will keep the ship steering a course S.E. by started. He tould not say if she was surveyed compass, at about 103 knots. The weather | before she started. There was absolutely no continued fine with moderate N.E. breeze, no way of fixing the plank. They were returning sea but a little swell, she did not roll much. to Hongkong and had proceeded jo or 12 miles Up till 12 o'clock every thing was right. when they abandoned her. She might have Captain Raymond relieved him at midnight floated three or four hours. The reason of alongside the wheel. The next thing he the plank starting was the roughness of the knew was that the and Enginger came and sea. He did not think the sea was extratold him that the ship was sinking. "He got ordinarily rough but had caught her just under up and went on deck. Capt. Raymond told him to put out the port boat. He did so, but said he would not leave the vessel until he had obtained food, water, his certificates, and boat issued in 1892, said he had joined on the Monimplements. Capt. Raymond said he was going to put these things in his boat and all he had the engines while in harbour and was satisfied to do was to stand by. Her condition was that she had a list to starboard; he did not consider satisfied about the security of the boilers that it was bad enough to necessitate the but the chief had had them rectified. abandonment of the ship just then. The 2nd He did not know when she had her last survey. Engineer had told him that she had two planks | They left Hongkong about 4. p.m. on Fridny, out, but did not say where. All he did was Things went well until about 10 p.m. He to obey the Captain's orders. He was satisfied went on watch at midnight, the chief told him in obeying the Captain's orders and considered of the trouble he had had with the pumps bout to leave was the chief Engineer's with 10 There was about 18 inches of water in the of the crew, at about 6.30 a.m. (The Second | bilges at 12 o'clock the bilge pump was then Engineer called him a little after 5 a.m.) He working. At that time there was a bit of a sea left the ship about 9.30 a.m. with 5 of the on and the ship started to roll pretty heavily;

Chinese crew. When he left the ship he laid by at each roll, he could see the water distinctly Admiralty chart was made of that region many about a ship's length from the White Cloud. | coming through the planking." The water The Chief Engineer's boat had pulled for some | squirted through with such force that it put out junks a good distance away. Captain Raymond | some lamps that were hanging up. He called told him to stand by. When the Captain left | the Chief and asked for assistance; they got the the boat they all left. He waited for the bilge injection under way and it worked very Master and 2nd Engineer before pulling for well, but the water was still increasing the junks. His boat was in tow of the Captain's [until it got to the furnaces. They could not boat. They did not have any victuals on board; hear each other speak on account of the the Captain afterwards gave them a 2lb. tin of inrush of water and the ship rolling. The was the last boat to leave the ship; when he left one of the bunkers. He saw a plank just when the Captain left, all the matter was a slight list to starboard. He could not say what | Quartermaster reported to the Chiefofficer about was happening in the engine room. She was roll- 1.30 a.m.; the Captain at this time was in his room he was called by the 2nd Engineer the engines | Officer but he could not awaken him; he then had been stopped and they were getting the reported himself to the Chief Engineer. He two forward boats out. In his belief the ship afterwards went to the Captain to ask him to did not accidentally catch fire; his reason for this send his mentalong. It was about half an was because the Captain had told him the hour before he got any assistance and when It was his opinion that she would have he lost control over them as they said they floated for days and that the ship was abandoned | were engaged for the deck. "It was decided-to prematurely. He did not think it was a part of abandon the ship when the water reached the his duty to express that opinion to the Captain furnaces. of the vessel. The Captain said he would look after his clothes, etc., when he left the ship. He did not see any serious damage done to the ship when he left her. He did not know-where Captain Raymond now was, He went away two days ago with a launch, for Mr. Robinson, to Manifa. He had not spoken to Capt. Raymond about this enquiry, and see that she did not become a derelicit served. He did not think she made any water when leaving the harbour.

not on Saturday. She went down on the morn- up one tin of kerosene oil and sprinkled the ing after she left here. Mr. Robinson was on oil on the upper deck and then set fire to it to board when they got the anchor up. He got prevent her being a danger to passing vessels. back to Hongkong on Wednesday morning at | Shortly afterwards he left the ship with the about 3 o'clock-after being 31 days in a small | Captain.

ioined the White Cloud on the Monday previous to her sailing. He had been in her before; in 1884, when she was employed in the Canton and Macao trade. He joined for the trip to Manila and passage paid back. He was engaged by Capt. Raymond. He could not say when the last Government survey was taken. understood from the Captain that every thing had been done for her safety for the voyage, During his stay previous to her departure he had remedied a few defects and tested all the pumps. He had examined the boiler seatings, they only had very small stays to the ship's side; he did not consider her perfectly safe for the run to Manila; she was a wooden framed ship. The engines were in splendid condition, the only fear he had was of water getting into the I ship, against which he took all precautions. They left for Manila on Friday afternoon shortly after 4 p.m. There was no log book supplied I'to him; he had made a note book but had lost it in the wreck. Mr. Robinson had come Japan, Robert Nelson, Esq., Master, British down into the engine room about 3 30 and ordered the engines "full speed ahead" the order was not obeyed. The owner was in a launch alongside when they got under way. Until about 9 p.m. everything was right; the weather was fine, but then a nasty sea struck her and she started to make water very rapidly under the covering boards. The planking could not have been made tight as they traced it distinctly coming in under the covering board into the bunkers. At 10.30 p.m. he started the donkey engine to pump her out, the Raymond, was not in the Colony and so unable | water was then not over the stoke hold plates; a little more than 2st, in her. At 11 o'clock he Commander Rumsey said it was very re- asked the Captain to put the ship head to wind markable that both the owner and master to give him an opportunity to pump her out. were absent. This Court had the same The officer put her head to wind and he managed to clear her of water. About 11.30 she was put back on her course. At midnight-He was relieved by the 2nd Engineer. About from the Colony. Both the owner and master 1.15 a.m. he was called and informed that the had been to see him separately asking for an water was rapidly coming into the stoke-hold. enquiry. The owner because he had suspicions | They then sput-the bilge injection on and by that there had been misconduct in manage- so doing kept the water fairly level. At 4 a.m. ment and that she had been prematurely he releived the and Engineer; things were going fairly well. At 5.30 matters became the evidence it appears that he left the port a she was unseaworthy when she left the worse, and very shortly nearly put ou harbour. If the master came back before the the fires, and he was informed that a plank end of the enquiry then his evidence would be from the ship's side had given out and the taken, if not, and the Governor thought he had water was pouring in. He saw where the new evidence of consequence, the case would | plank had burst, for about 41 to 5 ft. had given be reopened. It was remarkable that both out. It was about two thirds up the engine; should be absent, as it was expected they room just under the water line. It had burst could have given some very interesting in- in. He could see nothing to do but to abandon her as they had about 4 ft. of water in the Mr. Looker said he was appearing on behalf stoke-hold and the fires out. They could not of the owner. The vessel had been surveyed possibly get at the plank to remedy it. It was simply a case of foundering and the sooner The first witness called was Stephen Francis | they got out of it the better. He quite agreed Goepel, chief officer of the White Cloud, who with the Captain to abandon the ship, although said he held a master's certificate issued in she might have floated for some time as she was Hongkong in 1890. He joined at flongkong on ha wooden paddie steamer. He got into the the 8th inst. and signed articles at the shipping first boat and his crew pulled off for some - Miss - Waldorf and party returned jo-day office as chief officer, at so much for the trip fishing junks as soon as ever they have in sight. from Canton, where they have played one night and back to Hongkong. She was lying just As nearly as he could guess it was about 7.30 with most flattering success Miss Waldorf below Fenwick's at Wanchai. They slept a.m. when he left the vessel. The last he say and Mr. McGregor were the recipents of curon board that might and started the next of the ship she was still affort. He saw some tain calls after every act, also at the end of the morning. She had her coal, etc. but did not white smoke about 11.30 which he mistook for performance; accompanied with many bravo's.

tunning between Macao and Canton as a river deck, donkey pumps, bilge pumps on the engine ance of the A.D.C. will be given the last steamer previously. He could not say when and injectors; the donkey pump gave out performance by the gifted actress and her she was last under survey nor whether she had about 12.15. As long as the engines were little party of players, and it is with regret and a passenger certificate, he did not see one. going the bilge pumps kept her pretty clear; very pleasant rememberances that they bid She had large ports on each side for taking in when they stopped they were powerless, farwell to Hongkong for Manila.

the covering boards.

Albert McCulloch, and Engineer of the White Cloud, holding a second class certificate day morning before sailing. He went round with their condition. He was not properly biscuits and three-quarters of a bucket of water; Chief told him to ask for assistance from the this was all his men had for three days. He used | bridge. The water was coming through the a blanket for a sail and came to Hongkong. His | ship's side all along the stoke-hold and into she was in flames. There was no sign of fire | under the deck burst in, the water came in with such a rush as to nearly knock him over. The ing a little but was not knocking about. When a sleep. The Captain told him to call the Chief wreck might be a danger to other passing ships. I they did come, he could not get them to work;

They managed to keep steam until between and 6 a.m. she stopped herself when the steam was expended. Eventually they took to the boats and left the ship. There was nothing of interest happened from the stopping of the engines to the taking to the boats. The Captain had asked him to stand by the ship He however, knew that the notice had been The Captain asked for some kerosene and when the 2nd Engineer was getting the kerosene the Captain told him to come up By Mr. Luoker.-They left on Friday and as there were two planks gone. He brought

By Mr. Looker,-They broke open the after David B. Adamson stated he was Chief En- hatch and, as far as he could judge, the water gineer of the White Cloud, holding a first class | there was 12 inches below the sea level. She certificate issued in London about 1897. He only | might have floated about 2 hours. He had seen the hole from which the two planks had come. He was about' to yards away from the ship's side when the water struck him in the stoke-hold. They started to return to Hongkong about 3 a.m. The ship was abandoned

The Court adjourned until 2.30 p.m. for tiffen, after which the room was cleared for the

Court to deliberate. On opening again, Commander Rumsey asked Mr. Looker if he wished to call any witnesses. On receiving an answer in the negative the Court was again cleared for the Court to deliberate on their finding.

We find that British s.s. White Cloud, official number 64,124, of Hongkong, of which Arthur Raymond was master, the number of whose certificate was 500, issued in New Zealand, left Hongkong on the 8th of September, 1899; on a voyage to Manila. The White Cloud was built at Hongkong and since that time has been employed as a river steamer between Hongkong and Macao and more recently between Macao and Canton, She, was unclassed and last underwent a government survey as a river

steamer in Hongkong in September, 1893. After leaving Hongkong on the voyage to Manila the ship encountered only fair weather. and a moderate swell. In about six hours the working of the ship had caused her to strain so much that there was 18 inches of water in her from this time onwards she made water in quantities; the planking opening and admitting the water in jets. Three pumps were employed in clearing, the ship but of these the donkey nump broke down and the bilge pump was inefficient; lastly, as a plank was burst in by the rolling of the ship, the water increased until it put the fires out and the engines stopped of themselves. All bands then took to the boats. the master remaining behind with his and engincer to set fire to the ship in order, it is said, to avoid her being left as a danger to navigation. The Court has not been assisted in its investigation by the evidence, of the Master, though he was served with a notice to attend. From voyage to Manila a few days ago. The Court have no hestitation in forming the opinion on the evidence before it that the loss of the White Cloud was to be attributed to her not being in a seaworthy condition for the voyage to Manila. She was not prematurely abandoned and her loss was not caused by any neglect or default of the master or officers. Given under our handsait Victoria Hongkong this 22nd day of Sept., 1899.
Signatures of the Members of the Court.

FAIRWELL PERFORMANCE OF MISS JANET WALDORF.

Ingomar (The Barbarian) will be given with the full cast, and in five acts, correctly costumed and well staged under the direction of Mrs. 'A: Dow Currier, and promises a most enjoyable

Miss Waldorf as Parthenia, Mr. McGregoras Ingomar. The balance of the cast is in the able hands of the A. D. C.

Seats are now on sale at Robinson's. Ingomar was written by the great German Auther Von Muench Billinghausen and translated by Miss Maria Lavell.

THE PLAGUE.

do. during past 24 hours ...

Deaths reported to 21st instant 1,406 do. during past 24 hours... 3

Total... 1,409

ANOTHER MISSION DESTROYED IN SZECHUEN.

CHINGKING, September 4th. A riot occurred at Shuenkingfu on 23rd ulto, resulting on the destruction of the China Intheir escape without injury. The authorities, too late to prevent, were eager to make amends for this outrage and on the 24th ulto, had 20 carpenters at work to repair the premises. The cause of the riot was the usual charge of "eating babies" preferred against the missionaries. -China Gazette.

PREVENTION OF THE SPREAD OF PLAGUE.

The Doyen of the Diplomatic Body has wired to the Senior Consulat Shanghai stating | self should the enmity between Jung Lu, her that the Tsungli Yamen has wired to Newehwang to forbid the export of coffins from that post. -- Mescury,

THE NEW CHINESE WATER WORKS AT SHANGHAI.

SHANGHAL 16th September. it is satisfactory to note that in the first "purely | the typhoon on the 28th alto, amounted to some pative enterprise of the kind in China excellent Yen 40,000, and the amount to be defrayed for a Water Works inaugurated by a few enterprising | the 8th inst. is expected to exceed Yen 10,000. Chinese capitalists is now well advanced. A The fund for the relief of the sufferers from representative of this paper was amongst natural calamities set aside in Hyogo Ken those, invited to-day to inspect the works, in amounts to Yen 900,000, company with the directors, the Taotai Yang and Mr. Tong Kid-son, with whom were Messrs. Brenan Atkinson and Arthur' Dallas, the engineers who laid out the works; Mr. J. Blychenden and Mr. J. Ord, of the Shanghai Engineering and Dock Co. Ltd., who have the contract to crect the machinery and lay down the pipes; Mr. Fowler, the representative of the firm of Laidlaw. Dunn and Gordon, of Cincinnati, who supplied all the machinery and who will act as engineer-inchief; and Mr. Lehmann, representing Messrs. Amhold, Karberg, the General Managers. The result of the inspection was highly satisfactory and showed that initial difficulties, and silly local opposition first encountered have now been successfully overcome and the enterprise assumes a shape that promises fulfilment, ere many months, of all the hopes of its promoters. The new waterworks have a fine field before them in the densely populated and flourishing fautourer that have grown up to the east and south and west of the native city, as well as in the city itself; a population which cannot be much less than from 150,000 to 200,000 people. The capital of the company, which is entirely Chinese, is taels 500,000, all fully paid up, and the directors are the Taotais Yang and Liu-(the Commercial Commissioner to Japan) with Mr. Tong Kidson, (compradore to Messrs Jardine, Matheson & Co.). The works, which are situated about half a mile south of the unfortunate French Municipal waterworks, cover a large tract of land, fully 75 more in area, between the Arsenal drill ground and the river. It is worthy of notice that at this point the river appears to be far clearer and more free from mud than it is lower down; beyond the Foreign Settlements, and from this point of view the site seems to have been admirably chosen. The entire site was raised six feet before any work was commenced. At the present moment the settling tanks, of which there are two, each 200 by 120 feet, are being excavated. The entire water front has been heavily bunded and strengthened with a sloping facing of granite boulders, which will afterwards be planted to tighten it up. Immediately behind the settling tanks, three filtering beds are marked out, but work on these has not yet been

settling tanks, and is well advanced towards completion. The engines, pumps and pipes are all on the spot and to-day the visitors watched with interest the "Young" Dock's people joining up the pipes which are already being laid across country by a short cut that reduces the distance to the semi-circular continuation of the new Chinese Bund to about a thousand yards. The engines consist of two cross compound of the Lane and Hodley style of Corliss engine (12 by 20 by 56) made by the eminent firm of Laidlaw, Dunn and Gordon, of Cincinnati, Ohio, who also made the pumps, pipes and all the necessary equipment. From the works to the water--tower adjoining the Company's Office, about half way up the Chinese bund, is exactly two miles, and an active start has already been made on laying the pipes,

started. To the west the engine and boiler

houses rise, already near completion, as well as

a large and substantial godown for stores. The

engineer's house, a handsome and commodious

brick structure, faces the river close to the

The water-tower, which will be a light, steel structure rising 80 feet high, surmounted by a tank twenty feet deep at top, will give a pressure of 24 lbs. with 50,000 gallons of water in the tank when full. The foundations for the tower are already laid, fifteen feet piles a foot apart in a circular pit, thirty feet in diameter, with heavy foundatious of lime, cement and granite supports for the columns, and from the drawings, we should say the tower, which will look rather like a lighthouse at a distance, will be quite a handsome structure and a landmark visible a long way to boats coming up or down the river. To-day after the inspection of the works, the success of the enterprise, the health of engincers; etc., was drunk in champagne, and we have no doubt that the expectations held concering the Chinese Waterworks, seeing the capable hands the undertaking is entrusted to townsye of Japanese-vessels. Nobe Chron. will, with good management be fully realized. It is expected that the works will be completed in about nine or ten months. - China Gazette.

PROTECTION OF GAME AND OTHER WILD BIRDS IN CHINA

Mr. William Little kindly informs us that the Senior Consul has received a telegram Peking announcing that the Tsungli Yamen agree to forbid the export of wild bird skins from China. - Mercury

THE PLAGUE AT NEWCHWANG

Newchwang, September 9th.

The plague continues to spread and has now established itself amidst the foreign community. A military cordon has been placed around Russia town, and passports issued by the Russian Consul, are required before any one is allowed to pass. Our Municipal Council has erected several barriers at the approaches to the foreign settlement to keep off undesirable coolies, and other plague distributing

In the native city a collection of 500 coffins with corpses; have accumulated and are awaiting shipment to distant homes. Over 90 per cent, of plague cases result in death in this district. - Mercury.

PEKING COURT NEWS.

A Peking wire of 17th inst. to the N. C. D.

News says: -The Empress Dowager will move into Yungho Palace to-morrow, being the day before the Mid Autumn Festival. The Palace has been strengthened and armed. The Emperor goes also. The Factions are quie but expectant asif something were expected to happen through the removal to Yungho Palace, . The Emperor land Mission house; the missionaries made | may not be deposed, as Jung Lu opposes his deposition: All the Princes, Nobles, and Bannermen are on Prince Ching's side and desire the Empéror's deposition,

> Note. - The Yungho Palace has been under repair and reconstruction for the past four months and is said to be very strong in its defensive works. There are said to be 3,000 extra Mauser repeating rifles and ammunition as well as a number of machine guns supplied by Jung Lu, which were placed there for emergencies about three weeks ago: It is also stated that the Empress Dowager intended the Yungho Palace to be a sort of retreat for hernephewaard Prince Ching show signs of coming to a head. -- ED.

THE RECENT TYPHOONS IN JAPAN.

The Osaka Asahi states that the money paid However reform and progress may have been fout by the Hyogo Kencho to the various disretarded of late in other parts of the empire | trict offices for the relief of the sufferers from progress is to be recorded, and the new Chinese-|-similar purpose in connection with the storm on

MILITARY SERVICE IN JAPAN

Tokyo, September 17th.

For'some years past it has been a question among politicians of all shades of opinion whether the present period of conscriptionthree years-cannot be reduced to two years with advantage. The Army officers were, of course, opposed to the reduction on the ground that a period of two years is not sufficient for instructing the men in an efficient manner This question is now again on the tapis, this time among the military authorities. Leading officers are of the opinion that the men, owing to the effects of education, show a marked improvement in point of intelligence and compreliension as compared with previous years; that in some respects they are even superior to the raw recruits enlisted by some European armies, and that except the artillery and cavalry and engineering corps; the men of other services, mostly infantry, can be dismissed after serving for two years without impairing the efficiency of the Army. If such a reform is carried out, a great saving of expenditure is expected to be realised, and the money thus saved is to be spent on the higher education of officers in scientific matters. The proposal is one that will be widely welcomed, especially by the conscripts - Kabe Chron Cor

THE LOADING CAPACITY OF vessels

A GERMAN AND JAPANESE AGREEMENT, The following Notification, No. 40 of the

Communications Department, under date of

the 12th inst., is published in the Official An agreement having been made between the Japanese Government and the German Government relating to the mutual approval of

the loading capacity of vessels of the two Empires, the Communications Department has adopted the following stipulations in regard to the matter, which will be put into force on and after the 1st January, 1900:--Article L+German vessels holding a cer tificate of survey granted by the German Government, in accordance with the Regulations relating to the loading capacity of vessels

issued by the German Government on the 1st March, 1895, shall not be surveyed as to their capacity at the Japanese ports, and the tonnage given in the certificate granted by the German Government shall be considered as reckoned on the same basis as the tonnage of Japanese

Article II. German vessels holding a certificate of survey on which is given the registered tonnage in accordance with the English method of survey, granted by the German Government according to Article NYIL of the Regulations relating to the loading enpacity of vessels, issued on the 20th June, 1888, by the German Government, shall not be surveyd at the Japanese ports and the tonnage given in the certificate shall be considered as reckoned on the same basis as

the tonnage of Japanese vessels. 'Article IV.-Even in the case of a certificate of survey granted by the German Government in accordance with the preceding Article, on which mention of the registered tonnage under Article XVII. of the German Regulations is omitted, the registered tonnage mentioned on the certificate shall be considered as reckoned on the same basis as the tonnage of Japanese vessels; provided that, when the owner of the vessel has demanded a re-survey by the Japaness authorities, the engine-room, which is excluded from the loading capacity according to the Japanese Regulations relating to the survey of Japanese vessels, shall be surveyed alone, and the loading capacity of the vessel shall then be decided, or one-tenth of the registered-tonnage given on the certificate settled .- Kobe Chronicle. shall be deducted instead of surveying the engine-room, and the balance shall be considered as reckoned on the same basis as the

THE REVENUE OF THE JAPANESE PATENT BUREAU.

Welearn from a vernacular contemporary that at first the revenue of the Patent Bureau for a year was only about Y30,000. This has United Club extensions at Bangkok was gradually increased till in recent years it recently purchased from Singapore, and now from the Doyen of the Diplomatic Body at reached some Y70,000. A sensible increase the entire outfit for the new messing arrangehas occurred this year, and it is estimated that | ments, to say nothing of other goods, have the total amount may reach Y 100,000 by the been specially selected and bought at Singaend of 1899 - Kobe Chron;

THE EARTH TREMORS IN JAPAN,

KOBE, 31st September. It has been observed that after each heavy rain-storm the curious earth tremors on Rokkosan and at Arima increase for the time being. The usual phenomenon has followed the ty phoon and heavy fall of min that occurred last week, and tremors are just now being experienced at the rate of four or five a day. While sometimes fairly prolonged in duration, however, they are not as strong as was the case a few weeks ago, and the residents on the Rokkosan heights seem now to have got quite used to these curious vibrations,-- Chronicle. ...

A FOREIGN CAPITALIST AND JAPANESE RAILWAYS.

A Tokyo dispatch to the Osaka Mainichi announces that some foreign capitalists who have been investigating the economical condition of Japan since the new Treaties came into operation, have been considering a scheme for the purchase of Japanese railway deben-tures. The negotiations are said to be well advanced, and it is reported that one foreign capitalist has decided not to ask a guarantee from the Government, which foreign capitalists have hiterto invariably made a sine qua non in advancing money on railway, but has proposed to advance money on those railways which he considers sound, provided the following conditions are expressly mentioned on the debenture :-

1. The amount of the paid up capital of the

2. The mileage of the line: 3. "The rate of dividend declared since the

company commented working. 42 A statement that no debentures have been issued before and no other debentures will be issued. 5. - That the interest on the debentures shall

b**e** paid abroad Who the foreign capitalist is conducting the negotiations is not yet announced, and the Kobe Chronicle is rather inclined to doubt the story.

INDIA AND THE ANGLO-JAPANESE TREATY.

A Tokyo dispatch to the Osaka Mainichi states that the negotiations for the participation of India in the Anglo-Japanese Treaty were commenced about the close of last year. The delay in the negotiations is due to the terms proposed by India, which are considered excessive by the Japanese Government. The terms proposed would not seriously affect the interests of Japanese commerce, but they are considered to make the Treaty unequal. The Indian Government has similar conditions in its Treaties with the various European countries, and the Japanese Government was accordingly asked to consent to the same terms. It is advantageous for India from a commercial point of view to participate in the Treaty, but there is no special reason why Japan should' admit India into the Treaty at the cost of ascriticing her equal rights. It is believed that the negotiations will not be successfully concluded if India stands to her present proposals.

THE HANKAKU RAILWAY COMPANY'S ENGINES.

AN UNSUPPORTED ALLEGATION. ----

According to the Osaka Mainichi some disagreement has arisen between the Hankaku Railway Company and the American Trading. Company of Kobe in regard to the purchase of Jocomotives. From the details given in our Osaka contemporary it would appear that recently the Hankaku Railway Company Locomotive Works of Dunkirk, New York, through the medium of the American, Trading Company. The engines were delivered last' spring and set up. Upon trial, it is alleged that "some defects were found in the working of the engines, and the discovery was communicated to the American Trading Company, who, however, made no reply. When the railway company paid for the engines, the expenses incurred in repairing the defects were deducted, whereupon the American Trading Company expressed its surprise and protested. The railway company thereupon furnished full particulars of the defects and the foreign firm sent the statement forward to the makers of the engines. The makers ultimately replied that the defects must have arisen in the setting up of the engines, which had probably been subjected to rough treatment, and they were therefore not responsible for the damage. The Hankaku Railway Company then explained to the expert of the American Trading Company that the engines were not only damaged, but they had some defects in construction. The engines were to be inspected at the Kanzaki Station on the right inst., in the presence of the representatives of both parties concerned.

We have made inquiries of the American Trading Company, and find that our Osaka contemporary has been greatly misled as regards the facts. It appears that five locomotives were ordered by the Hankaku Railway Company, through the Trading Co., of the Brooks Locomotive Works, and it was not until long after they arrived-some time at the end of last-year -- that a complaint was made that the boilers leaked and would not hold water. Now before these engines left the makers' works in America the hoilers, were tested once under water pressure, once under steam pressure, and once on the tracks when the engines were set up. All the boilers were passed as being absolutely water-tight. Moreover, the final inspection was made by the standing inspector employed in America by the Hankaku Railway Co., who, we may say, also acts for the Sanyo line, and he passed them as in proper order and condition. This is surely sufficient as against the contention advanced in our Osaka contemporary, for no maker with a reputation to lose would send out boilers that were defective in the way claimed by the Hankaku Railway, especially when they had to be passed on the spot by an expert in the service of the Railway Co. We may add that the American Trading Company has not taken up any antagonistic attitude in the matter, and has not even yet pressed for payment of the balance due, so that much surprise is expressed at such a statement appearing in a Japanese paper. The firm's representatives here have no doubt, however, that the matter will be amicably

BUSINESS IN BANGKOK.

The Bangkok Times understands that arrangements are being mader for the establishment, in Bangkok, of a branch of a prominent Singapore firm of general merchants. Atpresent, says that journal, Singapore gets a good deal of Bangkok custom—a fact, held to prove that the business methods at the latter port are in fault. All the furniture for the

QUARANTINE DIFFICULTY.

Singapore, 14th Sept. The China Mutual S. S. Co.'s steamer Cheng--#10, 2,517 tons, Capt. Harris, arrived here yesterday from Amoy and Hongkong with a large number of coolies on board. She brought from Amoy to Singapore 406 males, 11 females and 21 children, total 438. / From Amoy to Penang she has 63 males, 1 female, 1 child; there are, in addition ten cook's mates.

The following notice has been served on the

"The vessel is ordered to leave the waters of the Colony within 24 hours of 4 p.m. on Sept. 13th, for a contravention of Ordinance VII of 1894 in having called at Hongkong, a proclaim-

From Amoy, which was declared an infected port formerly, the ban has been removed. The 500 passengers therefore-they are not all coolies, some are passengers returning to the Straits- would have been landed here after nine days, had the vessel come direct from Amoy. By touching at the proclaimed port she has committed an offence under the Ordinance of 1894, and has been ordered to leave the port and the Colony in consequence. We understand that attempts have been

nade to induce the Government to allow the coolies to be landed and kept in quarantine for any reasonable time. The Government, however, seem to fear that touching at Hongkong may have infected the coolies and adhere to the order quoted above. It will cause serious loss to the ship, which

will, it is understood, probably go back to Amoy. Her cargo from here, between 2000 and 3000 tons will be taken on by other conlerence steamers now in port.

light matter to have to sail back with 500 Sea, Kobe, Nagasaki and Shanghai. discontented coolies on board, and a limited number of European officers.

We believe that during the time Penang was a proclaimed port the B. I. steamers coming from Madras ports with passengers on board called at Penang, and on arrival here were granted pratique after examination. But section 21 of Ordinance IV of 1894 deals with Chinese immigrants, and Chinese immigration, which, we suppose accounts for the difference between Tweedle-dum and Tweedle-dee. The punishment on an immigrant for attempting to land is \$50 or six months; for aiding or abetting such landing the penalty is \$100 for every immigrant so landed; and for remaining after ordered to leave \$500 a day, or six months, is prescribed. Any person attempting to communicate withthe ship at any other place than a port of the Colony is liable to \$1,000 fine.

The Ching-roo cleared for sea this afternoon and will leave at 4 p.m .-- S. F. Press.

SHIPPING REPORTS.

Captain W. Ellis, of the steamship Eastern, from Australian Ports, reports :-- Left Sydney on the 25th ulto, calling at Queensland Ports, Port Darwin, Timor and Manila, and arriving at p.m. on the 21st inst. Experienced seasonable weather from Sydney to the line and from thence to Manila strong W.S.W. winds with continuous heavy rain. On the run across from Manila, fresh N.E. wind with moderate seas, and to Long. 116° E., heavy S.W. swell, with low Barometer.

Captain Gordon, R.N.R., of the steamship Japa, from Singapore, reports :-- Left Singapore | CHINA, German steamer, 1,113, P. Voss, 22nd at 3.23 p.m. on the 16th inst., experienced light southerly winds and fine weather to Lat. 5° N. and 106 50 E. when wind freshened to moderate with cloudy weather. In Lat. 8° 10' N., Long. 108" 44' E. experienced moderate gale, from S.W. with violent squalls of wind and rain. purchased five locomotives from the Brooks From 13" N., 112" E., light variable winds and JAVA, British steamer, 2,632, G. W. Gordon, squally weather to 16° 30', N., 113° 20' E. when moderate to fresh N.E. winds were experienced with fine weather, but considerable N.E. sca to

> Captain Robson, of the steamship Hailoong, from Tamsei, reports :- From Tamsul to Amoy on the 17th inst. fresh N.E. wind, moderate sea and fine, clear weather. From Amoy to Swatow on the 18th inct. light variable winds, smooth sea and fine weather. From Swatow to Hongkong on the 21st inst. moderate following wind and sea, dull and overcast, drizzling rain from l'edro Blanco to port. Vessels in Amoy on the 18th insta- Irene, Charterhouse, and bark l'ale of Doon. In Swatow on the 21st inst. :-- Pechili, Choysang, St. Helens, Kwangse, Dagmar, and Tai-fu.

NOTANDA. CALENDAR.

SEPTEMBER. Meteorological means based on fifteen years observations to 1898. Barometer29.824 Thermometer80.4 Humidity......77

Rainfall TO:DAY. WEATHER REPORT. On date at 'On date at 4 p.10. Barometer...............29.89 29.83 Temperature 83 Humidity 64

TO-DAY. Friday, 22nd September, 1899. Chinese-18th of 8th moon of 25th year

Kroang-sii. Sun-Rises 5hr. 48min. Sels 6hr. amin. High water-Morning tohr: 56min. Afternoontohr. 20min. Low water-Morning fir. tamin. Alternoon 4hr. Ilmin. ANNIVERSARIES.

762-Admiral Cornish's squadron arrived at Manila. 1774-, Pope Clement XIV, died. 1874-Terrific typhoon in Hongkong; 35 for-

eign vessels wrecked, thousands of lives lost and the town in ruins. 1887-Loss of the Chinese transport Way-lee (Waverly) and 570 lives, including four foreigners, on the Pescadores Group.

1801-Terrific typhoon at Swatow.

1896-Emperor and Empress of Russia arrived at Leith. Settlement of the Chefoo foreshore question in favour of Masere 1898-Colonel Parsons captured Gedaret.

TO-MORROW. Saturday, 23rd September, 1899. Chinese-19th of 8th moon of 25th year of Kwang-sit. Sun-Rises 5hr. 49min. Sets 6hr. zmin. High water-MorningIthr. 48min. Afternoon Johr. 52min. Low water-Morning 5hr. 2min. Afternoon thr. 37min.

ANNIVERSARIES. 1762-Admiral Cornish demanded the surrender of Manila.

1866-American brig Lubra taken by pirates. 1875-Mutiny of the Chinese crew of the German schooner Anna when near Matsu murder of the Captain and mate, and seizure of the vessel by the mutineers. 1896-H.M. the Queen completed the longest. reign in English History. Dongola taken by the troops under Sir H. II Kitchener. Lai Mit, murderer of Chinese detective beheaded at Kow-

loon City. 1898-New harbour at Stettin opened by Emperor and Empress of Germany.

SHIPPING AND MAIL NEWS.

MAILS DUE. French (Tonkin) 25th inst. Indian (Catherine Apcar) 26th inst. American (Doric) 30th inst. Canadian (Empress of China) 4th prox. American (Nippon Maru) 10th prox.

The M. M. Co.'s steamer Tonkin, with the next French mail will leave Saigon to-morroy Saturday at 3 a.m. for this port.

The steamer Kuroshima Maru (Bomba Line) left Singapore for this port on the 19th inst, and is expected to, arrive here on the 25th

The O. & O. S. S. Co.'s Doric with mails & The penalty is an exceedingly severe one. I from San Francisco to the and inst., win Hono The coolies are badly wanted in the Straits and I lulu, arrived at Yokohama, and will leav the ship wants to get rid of them. It is no for this port to-morrow morning via Inland

> HONGKONG AND WHAMPOA DOCK RETURNS. Isla de Cuba..... at - Kowloon Isla de Luson H.M.S. Bonieventure. Kiangpak Simla..... Tai Lee Tai On D. Juan & Austria Cosmopolitan Taiyuan Sucvia

> > PASSED THE CANAL

Outward - 25th August - Glaucus, Siam Vladimir. 29th August-Andalusia, St. Mary Odessa. 1st September - Benlarig, Algoa, Bingo Maru, Omba, Tonkin. 5th September -Gleushiel. 8th September-Shanghai, Puritan, Milos. 12th September - Sydney, 15th September-Sanuki Maru, Siberia, Spithead.

Homeward-15th September Diomed.

Shipping.

- Arrivals.

EASTERN, British steamer, 3,600, Winthrop Ellis, 21st Sept.,-Sydney 25th Aug. and Manila 18th Sept., General .-- Gibb, Livingston & Co.

INDUS, French steamer, 6,230, G. Duchatean 22nd Sept.,-Shanghai 19th Sept., Mails and General. - Messageries Maritimes. Sept.,-Newchwang 15th Sept., and Chefor

16th, General, -- Siemssen & Co. HAILOONG, British steamer, 783, A. J. Robson 22nd Sept ... Tamsui 17th Sept., Amoy 18th, and Swatow 21st, General.-Douglas Lapraik & Co.

. R.N.R., 22nd Sept .- London 12th Aug., and Singapore 16th Sept., General P. & O. S. N. Co.

TAMSUI MARU, Japanese steamer, 1,075, S. Nagatz, 22nd Sept.-Amoy and Swatow 21st Sept., General.-Mitsui Bussan HATING, French str., 905, M. Jenssen, 22nd

Sept.,-Haiphong and Holhow 21st Sept. General. - A. R. Marty. CHIYUEN, Chinese steamer, 1,211, W. M.

Jamieson, 22nd Sept ,-- Canton 22nd Sept., General.—C. M. S. N. Co. TAISANG, British steamer, 1,544, W. E. Sawer, 22nd Sept.,-Canton 22nd Sept., General.

-Jardine, Matheson & Co. Pisa, German steamer, 2,888, J. Fendt, 22nd Sept.,—Amoy 21st Sept., General.—Carlo-

Clearances at the Harbour Office. Kwai Lum, British steam-launch, for Macao. Jupiter, Spanish steam-launch, for Manila.

Ilue, French str., for Haiphong. Machero, British str., for Swhtow. Kongnam, British str., for Canton. Kanagawa Maru, Japanese str., for Singapore.

Departures. Sept. 22, Ilue, French str., for Haiphong. Sept. 22, Loosok, British str., for Bangkok. Sept. 22, Hermes, Norwegian str., for Tientsin. Sept. 22, Doyo Maru, Jap. str., for Keeling. Sept. 22, Pyrrhus, British str., for Singapore. Sept. 22, Machew, British str., for Bangkok. Sept. 22, China, Gérman str., for Canton. Sept. 22, Kanagawa Maru, Japanese str., for

Passengers—Arrived. Per Hailveng, from Coast Ports-Mrs. Leach. Mr. F. G. Fair, and 202 Chinese.

Per Java, for Hongkong from London--Messrs. R. R. H. Taylor and J. Barry, Mr. and Mrs. D. W. Bell and 2 children, Messrs. Penney and H. R. Boyd. From Singapore-Mr. A. II. Ellis; and 200 Chinese. Per Eastern, from Australian Ports-Mrs.

T. Brown, Mr. and Mrs. Mox Mort, Mr. J. A., Cockridge, Mr. and Mrs. Bayley, Misses Galder, Lowe, Twynham, H. Scott, A. Scott, Mr. W. drowsy, and languid. And for an identical reason-Davis, Mrs. Jas. Walker, Mr.; and Mrs. Chas. H. Pugh, Misses Pugh (2), Messrs. G. Sellar, C. L. Johnson, P. Euginos dos Santos Frim, Jose Santos, Perinse Josdim, Jaoquine de Costa Bello, D. Adelaide de Coste Bello, D. Honorina de Costa Bello, Libostico de Costa, Bello, D. Carlota L. de Costa Bello, D. Eugenix Marquis Wery, and 118 Chinese.

Per Indus, for Hongkong from Yokohama-Miss Eca da Silva, Messrs. Margues and Yosa-From Kobe-Mr. W. de Waslonski, Mr. and Mrs. P. Von Pleet, and Mr. and Mrs. E. W. Moir. From Nagasaki-Mr. Labbe Delalex. From Shanghai Mr. S. H. Abbott, L. A. Leefe, S. Teiffenberg, A. Memahuim, Chang, Miss Waller, Mrs. Cridland, Miss Smith, 3 children and servant. For Saigon from Kobe-Mr. Gareand. From Nagasaki-4 Japanese. From Shanghai-Messra. Kerok Lui Lau, Pui Sang, Tsang Sik Chaw, Tsang Kie, and Moi Chie. From Yokohama-Mr. Yang Chuen. For Singapore-Mr. Abrams. From Kobe-Mr. Bagnoll, From Nagasaki-Messrs. Hoijui a and Hashi moto. From Shanghai-Mr. Deronzier, and Chinese. For Port Said-Mr. Tamenko, For Marseilles from Yokohama-Mr. E. A. Foster, Com, near Youndlayd, Mong August - 808,-Lieut.-Col. Sekomezer, Messrs, Okamura, Kat- Adrt.]

sumoto, and Murakami. From Nagasaki-Mt. Mesars. Jazugo Murakami, Mitsukuri, and Takayasu. From Shanghai Messis de Jose. C. Schlee, Pahko, and Mr. and Miss Aur.

STEAMERS EXPECTED. Names. Frons. Kagoshima Maru. Singapore Sept. 25th Catherine Apcar... Singapore Sept. 26th Putami Maru Nagasaki Sept. 26th Bisagno Singapore Sept. 28th Japan Sept. 30th Empress of China. Vancouver Oct. 4th Nippon Maru San Francisco... Oct. 10th

We would direct the attention of shipping firms to the atyle in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respect-fully arge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Destination.

h e			
W			
	Abergeldie	Portland, &c.	Nov in
	Airlie	Sydney, &c	Oct and
	America Maru	San Francisco, &c.	Mon and
ay	Andalasia	Havre, &c.	NOV. IAL
th	Arrivill	New York for	150V. 15th
th	Davier	New York, &c	GR. desp.
	Delaine Vine	Straits, &c.	Nov. 8th
	Deigini King	San Diego, &c	Oct. 31st
	Dreconsnire	Victoria, B.C	Oct. 28th
C,	Candia	London, &c	Oct. 24th
ი-	Carriste City	San Diego, &c	Dec. 1511
'e	Carmarinenshire.	San Diego, &c	Nov. 15tl
id.	Challenger	San Diego, &c. New York	Qk. desp
	China	San Francisco, &c.	Oct. 3rd
	City of Dublin	Victoria, B.C	Oct. 14th
	City of Peking	San Francisco, &c.	Nov. 21st
I:.	City of Rio	San Francisco, &c.	Oct. 27th
	Coptic	San Francisco, &c.	Nov. 4th
	Diamante	Manila	Sept. 23rd
	Doric	San Francisco, &c.	Oct. 10th
	Eastern	Shanghai	Sept. 2sth
	Emp. China	Vancouver, &c	Oct. 45th
	Emp. India		Nov zane
•	Emp. Japan	"	Sent and
	Futami Maru	Thursday to Sec.	Sant and
	Gaelic	San Francisco, &c.	Man soth
	Hailoong	Swathy See	Sont out
	Heidelberg	Havre, &c.	Non sah
•	Hongbong Mary	Can Department (Ba	MON. SER
	Tava Marin	San Francisco, &c.	Sept. 2310
	Managhina Man	Japan, &c.	Sept. 24th
i	L'Enter Albert	Kobe & Yokohama	Sept. 29th
	Comp Midert	Straits, &c.	Dec., 13th
ζ,	Kosai Maru	Vladivostock, &c	Sept. 28th
14	Numsang	Singapore, &c	Sept. 23rd
7,	Minner Mann	Portland, &c.	Oct. 7th
ŗ	Nippon Maru	San Francisco, &c.	Oct. 19th
/- (Numberg	Havre, &c.	Sept. 26th
h i	Parmanaua	Shanghai	Sept. 29th
•	ling Sucy	New York, &c	Oct. 5th
٠,	lasa	New York, &c	Sept. 22rd
	rcussen	Straits, &c	lan, toth
	Prinz Heinrich	Straits, &c	Dec. 127th
	i vucch Adelaide	Victoria. B.C	Nav. tXih
	Komua	lapan	Sept. 20th
	acosen	ingapore, &c	Oct. 11th i
	Sado Maru	Marseilles, &c	Oct. 6th
υİ	Saint Irene	Victoria, B.C.	Dec. oth
p ",	Sarpedon	Condon : ' '	Oct. atd
;,	Serbia	Javra Sec	Det Soll
" [St. Mark	New York, &c	Ok. desn.
	Suevia	Havre, &c.	Oct. roth
, S	Sungkiang'!!	Manila '	Sent etch
"	Taiyuan	ort Datwin, &c	Sent arch
d l	Tamsui Maro	watow, &c	Sent ait
a	Thyria	an Diego, &c	Och satu
" {	Tsinan	hanghai, &c.	Sant rach
H	Valetta	Europe, &c	sebr.30tu
	Yawata Mam	apan	Sept send
1	7		sept. 2310
١,			

NOT HEAVY TO HIM

The man on the elephant's back is nothing to the dephant. The big beast doesn't mind him any more than one of those immense dray horses you see in London minds the brass ornaments on his harness. Yet on my back or yours the man would be a load ; and, if fastened to a larks' wings, the little brasses

would hold him to the earth, Thus, we are reminded, my thoughtful friends, that there are no absolute facts. The burden depends on the back. Albeit Samson walked off with the gates of Gaza, an ordinary garden gate would, I am sure, prove all that we should want to lug. It follows that weight or heaviness can, as the advertisements

say, "be supplied in a variety of styles," When for example, Mr. Sidney Challanger mentions in a letter that at a certain period he was "heavy," he does not mean that he tipped the scales at a stone of two more than usual. His horse would have felt. .at, in case he mode one; but the truth is that at the time referred to be was actually under his

proper weight by several pounds, What he wants us to understand is that he was heavy to himself; it was not an increase of weight but an increase of weakness, having practically the same result. His explanation is that in the early part of 1890 he began to feel ill and out of sorts. He went about in a mazy way, feeling badly without knowing what the trouble was or how to account for

"I had," Mr. Challanger goes on to tell us, "s masty taste in the mouth and no relish for my meals." But eat we all must, or starve; and cat he did. Not much, though. At best it was a forced business. Nothing tasted natural or good, and he took just enough to keep him going until the next meal time should come round.

"And even for that I had to suffer," he says " After getting it down I had, almost immediately, a sense of fulness or distension at the stomach and pain at the chest as if a bit of food had lodged there

-which couldn't be." No, nothing lodged anywhere. What there was of it went straight down into Mr. Challenger's stomach, where it at once began to ferment and produce a gas which caused the feeling of fulness, while the irritated nerves set up the pain. It was not too much food. but food not digested-food turned sour in the stomach-with the whole body behind it falling, of the needed stimulus and nourishment of food, and wondering what the matter was. It was this state of matters that made him, to use his own words, "heavy,

drowsy, and languid." Any river in England, after a long drought in. runmer, looks just as Mr. Challenger felt-heavy, the lack of necessary supplies. Wait an instant, though! Don't miss the point.

The rain, when it comes, fills the river by a thouto food and body. Between them is a process; a mechanical, chemical and vital operation—digestion. Mark you that, and act accordingly. Whether in the sky or on the ground water is water-the same thing. But food and body are not the same thing. The first must be transmuted into the second by the Messrs. S. Komor, S. Fulcher and boy, Mr. and miracle called digertion; for of all God's ways in mature none is more awful, more amazing, more bora, Sisters Celua, Etienne, Marie and Joseph. | glorious. And, when impeded or overhome, none which punishes the interference more certainly and

"I got little or no sleep," continues our friend, ... -Fergusson-& Co. Yokohama Specie Karaja, I. H. Cerras, Alichias, G. Reichoein, Weikness, and from time to time had to give no work altogether. No medicine helped me and

" After three wretched years of this, Mrs. Bird of Tallistorn, told my wife about Mother Seigel's Syrap, and through her, advised me to try it, She said my allment was indigestion and the Syrup would cure it. And it did. One bottle greatly relieved mes I could eat freely, and food agreed with me. I persevered with the remedy and got strong as over. Call the pain and heaviness left me, and I felt light and energetic, although I have gulord in weight. (Signed) Sydney-Challanden, Gladewic Villa,

Intimations.

NIPPON YUSEN

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS	S FROM HONGKONG-SUBJ	EC.	" TO ALTERATION.
STEAMERS.	DESTINATIONS.	•	SAILING DATES.
YAWATA MARU (N. A. E. Moses	HAMA	o.}	TO-MORROW, 23rd Sept., at 4 P.M.
KOSAI MARU	LADIVOSTOCK, VIA SWATOV Amov, Shanghai, Wei-hai-we	w.)	THURSDAY, 28th Sept.,

CHEFOO, CHEMULPO & NAGASAKI) THURSDAY ISLAND, TOWNS - VILLE, BRISBANE, SYDNEY } FUTAMI MARU..... J. Thom at 4 P.M. and MELBOURNE

(MARSEILLES, LONDON, and FRIDAY, 6th October, SADO MARU...... ANTWERP, VIA SINGAPORE, > N. Thompson PENANG, COLOMBO & PORT SAID)

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

> A. S. MIHARA, Manager.

Hongkong, 18th Septembar, 1899.



M. Oppenheimer & Co., Paris. TEETHING

BABIES need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China: -WATKINS & Co., Hongkong. UNION INSURANCE SOCIETY OF

Retreat.".

(2.) BERNARD JORUS for a Publican's licence October, both days inclusive. to sell and retail intoxicating liquors on the premises situate at houses Nos. 192 and 194, Queen's Road East, under the sign of "The Eastern

H. H. J. GOMPERTZ, Acting Police Magistrate. Hongkong, 19th September, 1899. [1196a

VICTORIA RECREATION CLUB.

ANNUAL AQUATIC SPORTS. MONDAY, TUESDAY, and WEDNESDAY, 25th, 26th, 27th September, 1899.

THE Committee request the pleasure of the Company of the Ladies of Hongkong, inthe enclosure of the BATH HOUSE, on WED- IMPAIRED DIGESTION, NESDAY, the 27th instant, on the occasion o the Annual Aquatic Sports, (when the PRIZES) will be Presented by Lady BLAKE).

ADMISSION for Non-Members, each day, 50 cents; Soldiers and Children Half-price. Hongkong, 21st September, 1899.

THE CHINA MUTUAL STEAM NAV GATION COMPANY, LIMITED.

CHAREHOLDERS are hereby informed! that at a GENERAL MEETING held in LONDON recently as INTERIM DIVIDEND of 3% was declared on the Company's Preference Shares for the Six Months ending 30th June, this being at the Rate 6% per Annum. The DIVIDEND WARRANTS will be ready on the 2nd October.....The TRANSFER

BOOKS of the Company will be CLOSED from the 28th current to 1st proximo (inclusive). HOLLIDAY, WISE & Co., Agents.

Hongkong, 11th September, 1899. HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the REGIS & be CLOSED from SATURDAY, the toth to the 23rd day of September, (both days inclusive) ed. during which Period NO TRANSFER of Shares can be Registered. By Order of the Board,

GIBB, LIVINGSTON & CO.,-

Hongkong, 28th August, 1899.

CANTON, LIMITED. NOTICE TO SHAREHOLDERS.

TOTICE is hereby given that a MEETING NIOTICE is hereby given that the TWENTY Nof Her Majesty's Justices of the Peace will IN SIXTH ORDINARY YEARL' be held at the MAGISTRACY, on TUESDAY, MEETING of the Society will be held at its the 26th day of September, 1899, at 12 o'clock (HEAD OFFICE, No. 1, Queen's Buildings, Praya NOON, for the purpose of considering applica- Reclamation. Hongkong, on THURSDAY, - 5 the 12th October, 1899, at NOON, for the pur-(1.) HAJEE ALLY SHIRAZEE for a Publican's pose of receiving the Report of the Directors Licence to sell and retail intoxicating together with Statements of Accounts for the liquors on the premises situate in the year 1898 and for the Half Year ending the Happy Valley, known as, and to be 30th June, 1899, and of declaring Dividends. under the sign of, "The Happy The TRANSFER BOOKS of the Society

will be CLOSED from the 2nd to the 12th By Order of the Board,

DOUGLAS JONES, Secretary. Hongkong, 20th September, 1899. 🖫 🖰 [1199a

WORTH A GUINEA A BOX.

BILIOUS AND NERVOUS DISORDERS SICK HEADACHE, CONSTIPATION, WEAK STOMACH,

DISORDERED LIVER. AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:-THOMAS BEECHAM, St. Helens, England. SOLE AGENTS for HONGKONG and the EMPIRE of CHINA: - 1.

WATKINS & CO., 'Apothecaries' Hall, 66, Queen's Road Central, Hongkong.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREVS & Co., . Bank Buildings. Hongkong, 9th March, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY.

*.PUNCTUALITY THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 knots. PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN ... Comdr. G. D. Bowles, R.N.R WEDNESDAY, 27th Sept., 1899. EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 25th Oct., 1899. EMPRESS OF INDIA... Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 22nd Nov., 1899.

I'HE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO-VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. .

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THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps; Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent,

Hongkong, 30th August, 1899. Pedder's Street.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION, COMPANY.

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Captain C. F. Preston, R.N.R., Barcham, carry-

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the 30th instant, at Noon, taking Passengers

· Silk and Valuables, all Cargo for France,

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FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

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Queen Adelaide | 2,832 | F. McNair. | Nov. 18.

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TION COMPANY.

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HONGKONG TO LONDON £47.

HONGKONG TO NEW YORK 241.

The Railroad travelling is second to none on

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Points should be in quadruplicate; and one

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Parcels must be sent to our Office (with

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For further information apply to

DODWELL & CO., LIMITED.

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Hongkong, 18th September, 1899.

ARBOLINEUM-AVENARIUS

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Thoroughly reliable preservative for Wood.

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Excellent accommodation, First-class Ta-

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Parcels will be received at this Office until 4

Shippers are particularly requested to note

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, FIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. Hongkong Main (via Shanghai, Naga- / To-morrow, 2310 Sept.,

saki, Kobe, Inland "at Daylight. Sea, Yokohama and Honolulu? Nurros Maru (via Shangbar, Nagasaki,

Thursday, 19th Oct.,

at Noon. Yokohama & Hono-AMERICA MARU (via Shanghai, Nagasaki, (Tuesday, 14th Noya,

Yokohama & Hono-

THE Steamship

Kobe, Maland Seal

"HONGKONG MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASARI, KOBE, INLAND be transhipped-at-Golombo-into-a-steamer-SEA, YOKOHAMA and HONOLULU, TO proceeding direct to Marseilles and London; MORROW, the 23rd September, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN. Value of all Packages are required. LAND SEA OF JAPAN, and call at HONO. LULU, and Passengers are allowed to break the terms and conditions of the Company's their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

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Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, City of Dublin | 3,328 | J. R. Rae.... | Oct. 14. UNION PACIFIC, DENVER and RIO GRANDE, Breconshire ... | 3,567 | R. Peebles ... | Oct. 28. and other direct connecting Railways and from Chicago to destination the choice of direct

Particulars of the various routes can be had on application,

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and Monmouthshire | 2,874 | W.A. Evans | Oct. 7. to Government officials and their families. Abergeldie 3.777 | J. Murray ... | Nov. 11.

Through Bills of Lading issued for trans portation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities | Abergeldie | 3,777 | J. Murray ... | Jan. 27. of the United States, via Overland Railway, to THE attention of Passengers is directed to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the l Company's and connecting Steamers.

Freight will be received on board until 4! bles. DOCTOR and STEWARDESS carried. P.M. the day previous to sailing. Parcell-Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be the American Continent. Magnificent Scenery marked to address in full; value of same is of the ROCKY and CASCADE MOUNTAINS. required.

Consular Invoices to accompany Cargo des. Passengers to EUROPE may proceed by one of tined to points beyond San Francisco in the the first class ATLANTIC MAIL LINES. United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Rates of l'assage to other Points on application, Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company Queen's Building. J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899.

SAILING VESSELS. FOR PHILADELPHIA-AND NEW YORK THE 3/3 A.I.I. American Ship

"ST. MARK," Dudley, Master, shortly expected from MANILA will-load-here-for the above-Ports and will have I quick despatch.

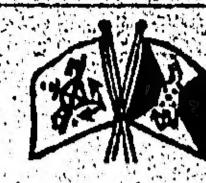
For Freight, apply to ! ARNHOLD, RARBERG & CO. Hongkong, 20th September, 1899.

FOR NEW YORK. THE 3/3 A. I. I. American Ship

" "CHALLENGER,"

Gould, Master, is now ready to load here for the above port, and will have quick despatch. For Freight, apply to ARNHOLD, KARBERG & Co. Hongkong, 19th September, 1800.

NORDDEUTSCHER LLOYD.



Mails.

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(Freight Service.) (Hast Astatic Service.) (Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oforto, London, Liverpool, Glasgow, Trieste; Genoa, Ports in the Levante; Black Sea and Baltic Ports; North and South American Ports.)

PROJECTED SALLINGS FROM NONGRONG

SUBIECT TO ALTERATION. STEXMERS. DESTINATIONS. NURNBERG HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG) September:
HAVRE and HAMBURG. (About 17th (LONDON with transhipment in HAMBURG) [HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG) [October. *HEIDELBERG.. HAVRE and HAMBURG. Schüder (LONDON with transhipment in HAMBURG) [HAVRE and HAMBURG, ANDALUSIA (LONDON with transhipment in HAMBURG) [November. Schrötter.....

SAILING DATES. Freight. Freight and About tith October. Passage. About 30th Freight. About 5th Freight an Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. China (via Shanghai,) Nagasaki, Kobe, In- (Tuesday, 3rd October, land Sea, Yokohama (at Noon, and Honolulu)

City of Rio de Janetro (via Shanghai, Naga-Friday, 27th October. saki. Kobe, Inland at Noon. Sea, Yokohama and Honolulu)

City of Peking (via Shanghai, Nagasaki, Tuesday, 21st Nov., Kobe, Inland Sea. at Noon. Yokohama & Hono-

THE U. S. Mail Steamship

"CHINA."

will be despatched for SAN FRANCISCO, via SHANGHAL NAGASAKI, KOBE, IN-LAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 3rd October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England,

France and Germany by all'trans-Atlantic lines! Steamers of this line pass through the INtained on application. EUROPE have the choice of Overland Rail land, France and Germany by all trans-Atlantic Routes from San Francisco, including the lines of Steamers, and to the principal cities;

LAND CITIES in the United States have, to Government officials and their families.

to destination the choice of direct lines. Particulars of the various routes can be had All PARCEL PACKAGES should be marked to

Missionaries, members of the Naval, Military, previous to sailing. Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and tined to Points beyond San Francisco, in the

to Government officials and their families. ation to Yokohama and other Japan Ports, to San Francisco San Franscisco, to Atlantic, and Inland Cities | For further information as to Freight or of the United States, via Overland Railways, to Passage, apply to the Agency of the Company, Havana, Trinidad, and Demerara, and to ports Queen's Building in Mexico, Central and South America, by the

Company's and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

tined to Roints beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and

Freight, apply to the Agency of the Company, Queen's Building.

Hongkong; 12th August, 1809.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY. IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO

HONOLULU. Taking Cargo and Passengers to JAPAN PORTS HONOLULU and SAN FRANCISCO, The 'United States, Mexico, Central and

VIA INLAND SEA OF JAPAN AND

SOUTH AMERICA, &c. Belgian King ... | 3,379 | about Oct. 31 Carmarthenshire. | 2,929 | about Nov. 15 Carlisle City..... 3,002 | about | Dec. 15

THE Steamship "THYRA,"

will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about CARGO, will leave this Port as above, calling SUNDAY, the 15th October.

Cargo will be received on board until 5 P.M. will be received on board until 5 P.M. on the day previous to sailing. Parcel packages Tursuav, the roth October, and Parcels will will be received at the OFFICE until the same be received at the Agency's Office until Noon-time. All parcels should be marked to address on LUKSDAY, the 10th October Contents of in full. Value of same is required.

sent to the Company's Office, addressed to the Measurement 207 Collector of Customs, San Diego. For futher information as to Freight of and carried a Doctor and a Stewarders. Passage, apply to Linen cun be washed on board.

Hongkong, China and Japan

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

CARLOWITZ & Co

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING

STEAMERS: VIA INLAND SEA OF JAPAN AND

HONOLULU. PROPOSED SAILINGS FROM HONGKONG. Doric (via Shanghai,

Nagasaki, Kobe, In- Tuesday, toth October, land Sea, Yokohama "at Noon. and Honolulu). Coptic (via Shanghai, Nagasaki, Kobe, In- (Saturday, 4th Nov.,

. at Noon.

and Honolulu). Gaelie (via Shanghai, Nagasaki, Kobe, In- (Thursday, 30th Nov., land Sea, Yokohama at Nuon. and Honolulu).

HE Company's Steamship

land Sea, Yokohama

Steamers of this line pass through the IN- will be despatched for SAN FRANCISCO, who LAND SEA OF JAPAN, and call at Honolulu, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the forh October, at Noon.

of Steamers, and to the principal cities of the LAND SEA OF JAPAN, and call at Honolulus United States of Canada. Rates may be ob- and passengers are allowed to break their Passengers holding through ORDERS TO Through Passage Tickets granted to Eng-

SOUTHERN PACIFIC, CENTRAL PAGE of the United States or Canada. Rates and FIC, UNITED PACIFIC, DENVER and particulars of the various Routes may be ob-RIO GRANDE, and NORTHERN PACIFIC lained upon application.

RAILWAY; also the CANADIAN PACIFIC. Special tates (First-class only) are granted RAILWAY on payment of £4 in addition to to Missionaries, members of the Naval, Military, the regular tariff rate.

Diplomatic, and Civil Services, to European Passengers holding Orders FOR OVER. Officials in the service of China and Lance and Lanc Passengers holding Orders FOR OVER- Officials in the service of China and Japan, and

between SAN FRANCISCO and CHICAGO Passengers who have paid full fare, re-emthe option of the SOUTHERN PACIFIC, barking at San Francisco for China or Japan CENTRAL PACIFIC, UNION PACIFIC, (or vice versa) within one year, will be allowed DENVER and RIO GRANDE, and other a discount of to per cent. This allowance does direct connecting Railways, and from Chicago not apply to through fares for China and Japan

address in full; and same will be received at Special rates (first class only) are granted to the Company's Office until Five P.M. the day of

Consular Lavoices to accompany Cargo des-United States, should be sent to the Company's Through Bills of Lading issued for transport- Offices, addressed to the Collector of Customs,

J.S. VAN BUREN, Agent

Hongkong, 16th September, 1800. NORDDEUTSCHER LLOYD. NOTICE

STEAM FOR Consular Invoices to accompany Cargo des. SINGAPORE, COLOMBO, ADEN, SUEZ. PORT SAID NAPLES GENOA: ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT

BLACKASEA AND BALTIC PORTS LONDON, NEW YORK, BOSTON, BALTIMORE NEW ORLEANS S. VAN BUREN, Agent. GALVESTON, AND SOUTH AMERICAN

> THE COMPANY'S STEAMERS, WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE N.B .- CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRIN-

CIPAL PLACES IN RUSSIA. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION!) Sachsen Wednesday Lith Oct. Bayern, Wednesday 8th Nov. Konig Albert Wednesday 13th Dec.

Print Heinrich, Wednesday 27th Dec. Preussen Wednesday | Joth Jan. Karlsruha Wednesday | 24th Jan. f. Sachsen Wednesday 7th Feb. Hamburg Wednesday 21st Feb. Bayern Wednesday 7th Mar.

ON WEDNESDAY, the 11th day of Oct., 1899, at 9 A.M., the Company's Steam-ship "SACHSEN," Captain F. Mentz, with MAILS, PASSENGERS, SPECIE, and at NAPLES and GENOA Through Hills of Lading issued to any point Shipping Orders will be granted till Noon on

MONDAY the oth October Cargo and Specie Packages are required No Parcel Receipts Consular Invoices, to accompany cargo des-will be signed for less than \$2.50 and Parcels tined to Points beyond San Diego, should be should not exceed. Two Cubic Feet in The Steamer has splendid Accommodation

BUTTERFIELD & SWIRE For furthen Particulars, apply to. MELCHERS & CO.

Hongkong, 22nd September, 1890. 11330 Hongkong, 13th September, 1899. 111694

AS OTHERS SEE US.

AN AMERICAN VIEW OF THE TRANSVAAL

By way of warning to those British jingoes who with guiety of heart are ready to enter upon a war with the Boers, a writer in the Fortnightly Review presents certain facts showing the comparative strength of British and Dutch in South Africa and revealing what kind of a contest Great Britain would have on her hands in that quarter of the globe if war should break out.

The writer points out that the Boers are closely united to the Dutch of the Orange Free State and of Cape Colony, not only by race and sym-pathy but by interests and aspirations. A fight to a finish between the Boers and the British therefore would certainly arouse against the empire the antagonism of feeling of all the Dutch and might arouse their active enmity in battle. In other words, a war entered into lightly against, the Transvaal may move all South Africa to strike for independence just as all the American colonies did when in the last century a jingo British Ministry undertook to deprive New England of her rights.

Such being the case, a showing of the comparative military strength of the two races in South Africa is interesting. The writer for the' Fortnightly estimates it in the different states as follows, the figures representing the numbers of armed men on each side :-

*	British.	Dute	à.
Cape Colony	17,000	50,0	00
Orange Free State	1,000	18,0	00
Transvaal	3,000	22,0	00
Natal	6,000	1,5	00
British Bechuanaland	. 500	5	00
Rhodesia	2,000	· 3	00
Imperial troops in South' Africa at the preent time, say	10,000	,	

The number of British troops in South Africa has of course been largely increased since that estimate was made, and can be increased to almost any number that may be needed. Ocean transportation for troops in our time is comparatively easy, and Britain rules the waves. She can send army after army, if need be, for, as the jingo chorus goes, "She has the ships, she has the men, and she has the money, too." The point of the warning is not that the Dutch can drive the British flag from South Africa as it was driven from the United States a century ago, but that they can involve the empire in a serious war and make, her empire so insecure that it will fall the first time Great Britain has a powerful enemy in Europe to

It is not easy to set bounds to the degree of folly a nation may commit when flushed with the overweening confidence that is born of pride, power and prosperity. It has been a long time since the British people have been engaged in war of any difficulty, and they may - he foolish enough to enter upon the subjugation of the Boers without counting the cost, but it is hardly likely. Such warnings as the one given are sure to have effect upon the minds af intelligent men. Mr. Chamberlain is a jingo, indeed,-but-there-is-nothing-in-his-career to justify a belief that he is a fool.—S. F. Call.

THE U.S. IN THE WEST INDIES.

The general tenor of the information received abroad from Cuba and Puerto Rico is that

people, and their interference has ended our late | Congress can, at its regular session, declare that struggle. But no one could have thought that this memorable incident would be followed by a military occupation by the troops of our allies, who now treat us as a people incupable | that the islands are not worth fighting for, that of self-government, and have placed a yoke upon us which circumstances force us to bear. But that can'not be 'our fate in the end. 'We' must endeavour to assist, by peaceful methods, the work of reorganization begun by the Americans, a work as difficult for them as for us. Hence there must be unity, there must be but one party, under whose banner we will prove that the peace we have won is as honour- The Literary Digest. . able as the war we have fought."

The great majority of Cubans, it is thought, want nothing so much as peace. "They want to work, to build up the homes that were destroyed, to retrieve their shattered fortunes," says the Estrolla de Panama. But many of those who ranked as officers during the rebellion against Spain expect to be rewarded of the skin, the tone and vigour of the system with government positions, and the presence of the Americans is not pleasing to them. At present their influence seems to be small. The Cuban correspondent of the Lei, Santiago de | ing. properties, Condy's Fluid increases the Chile, says;

"It would seem that the Cubans really do not feel much gratitude to the insurgents-four fifths of them negroes. An equal proportion of the Cuban army certainly were physically unfit for service." Hence the American troops, when they entered Havana, were the more well-There is said to be a widespread and grow-

ing resentment against interference with the customs of the people. Such orders as that people may not appear in their under shirts in the streets, the prohibition of smoking in the cars, and some other restrictions do not seem to suit the Cubans. The Toronto Globe says: "What would be said if such an order were promulgated in Chicago or New York in midsummer, and for prolonged heat spells neither of them is in it with either Havana or Manila. In the same way smoking has been forbidden on the street cars in Havana. In a country where men; women, and children smoke, and smoke all day, this is felt to be a senseless deprivation. Whatever may be thought of the smoking habit, it can not be cured in a whole people in this way. American rule is more likely to be discredited than helped

by small tyrannies of this sort." Moreover, as in the Philippines, a tendency is reported on the part of our soldiers to treat the natives as "niggers," and to slight their language. The ex-officers of the Cuban army skilfully foster the disaffection thus created by manifestoes like the following issued by Col. Enrique Colazo:

"We can not serve Cuba and America at one and the same time. The ideas prevalent in the two countries are two different to permit it. We are treated-like conquered enemies, and forced to speak English. The Americans are not true to their promises, our independence is in danger. The time has come to -- unite with the same energy which we showed

in our struggle against Spain." Many correspondents of European papers serious trouble may be avoided. The correspondent of the Liandelsblad, Amsterdam, writes that there are too many American soldiers who have nothing to do, get drunk, at No. 50, QUEEN'S ROAD CENTRAL, where quartel with each other, and are insolent to the PHOTOGRAPHS, and PORTRAITS on natives. Were it not for this, things would run imobility enough, as the military govern-

ors really have made very, few charges so far.

He adds :

"It should be remembered that the official staff of the administration remains pretty much the same as under Spanish rule. The Spanish party, therefore, is not much interested in politics, and cares nothing for the 'Cuba Libre' talk of the insurgents. Most of the former adherents of Spain are now for annexation to the United States. They fear that, if a republic is established, their former loyalty to Spain will be remembered against them. The Press, too, has turned since the occupation by the Americans. The Gaceta de la Habana, formerly Spanish-official, is now American-official. The Discusion remains Radical, and prints under its title the legend, 'A Cuban paper for

the Cuban people."

"Unless the American people wish to be deceived, their interests require the most complete disclosure of the facts," remarks the London Spectator, yet these facts evidently are not easy to obtain even by men who, as neutrals in Cuba, should be able to judge. For while the Dutch correspondent just quoted be-lieves that the wealthy Spanish Cubans would welcome annexation, the correspondent of The Heckly Register, London, thinks that "the Cubans, in spite of optimistic reports, are solidly against it." He says further:

"Despite the American Government's altruistic pledges, Cubans and Spaniards are alike distrustful of American intentions. There is no danger of revolt, though rebels would find no difficulty in arming themselves in the event of a revolt. But suspicion is the daily bread of the Cubans. Archbishop Chapelle is the only American who seems to enjoy the confidence of the people, with Gen. Fitzhugh Lee a long way after him."

A revolt in the small island of Puerto Ricowould seem altogether too hopeless to be' attempted, yet from there also discontent is reported. The Deutsche Tages Zeitung, Berlin, is informed that our troops on the island were anything but well cared for at first, and showed too, great a tendency to "help themselves." Translations made for The Literary Digest.

GERMAN-AMERICAN DEFENCE OF PRESIDENT McKINLEY.

It is well known that the German-American papers are against imperialism, or expansion, and especially against the forcible subjugation of the Filipinos. The Administration in general, and President McKinley in particular, are held responsible for our attack upon the former subjects of Spain. But the Cincinnati Polkshlatt points out that it is very difficult for the President to adopt a new course. We take from its argument the following:

"The Filipinos will not make peace unless we grant them complete independence. We ourselves believe this to be the best solution, but it must be admitted that the President can not give way at once to that demand. A war of conquest has procured the islands for the United States. Be they valuable or not, the President has no constitutional right, to make | Hongkong' Agents :--the Filipinos a present of their liberty. The-Senate would probably refuse to ratify such a peace. The United States would be in a queer' position if the legislature refused to acknowledge a treaty concluded by the President. But let us suppose that the President wishes to fulfil the demands of the Filipinos. Can be admit it? Is he to say: 'I carry on an unjust war against the Filipinos, but I cannot give them their liberty until Congress authorizes, me to do so?"
"President McKinley is at present in this

case simply the commander-in-chief of the American military rule is not welcome, and United States army. He cannot even call that an administration by politickins appointed Congress to assist him. The military prestige from Washington would be still less popular; of the United States is, to a certain extent, at yet there is a tendency to await the decision of stake. It is no elevating idea that the United Congress before any attempt is made to obtain | States was forced to withdraw because we could independence by main force. General Gomez's not conquer the islands. No nation likes to words are regarded as in keeping with the acknowledge itself beaten, and a wise states. opinion of most Cubans. He is reported to man must reckon with this. To convene Congress now is neither more nor less than an "We have called in the help of a neighbouring | acknowledgement of defeat. On the other hand, it never intended to conquer the Philippines.

"Let it be understood that we have not changed our views. Now as ever we maintain the Filipinos have a right to demand their independence, that the Constitution gives Congress no right to annex the Philippines. But certain formalities are necessary for the prestige of the country. The editor at his desk may decree that we must have peace right off. The President cannot express himself in so radical a manner."-Translation made for

TO KEEP COOL.

Take a balli every morning to which a little Condy's Fluid has been added. Through the influence it exerts upon the nerves and vessels are strongly fortified. By supplying ozonic Oxygen which the open sen possesses, and to THE which sea-bathing mainly owes its strengthenhealth-giving and bracing effect of all baths.

Intimations.

NOTICE.

NIIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER.

Terms moderate, for Particulars apply

c/o This Office. Hongkong, 18th August, 1899.

CHS. J. GAUPP & CO.,

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Auction.

GOVERNMENT NOTIFICATION. No. 499.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

the 25th day of September, 1899, at 3 P.M., are published for general information. . By Command.

J. H. STEWART LOCKHART, Colonial Secretary. ! Colonial Secretary's Office,

Hongkong, 9th September, 1899. Particulars of the letting by Public Auction Sale, to be held on Monday, the 25th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND, near Hok Un, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be

a of Sale.	egistry No.	Boundary Measurement.				mtentsin paper leet	mual Reag	Upset Price.	
200	aci.	Kowloo (near He	n Hay, k Un).	ſı.	ft. ft	ft.	35	γ . • obg	3
1	Int 52.	Kewlon (near Ho	k Un).	359	350 26	6 342	φ [†] (100 12	bjo.	Se Constitution

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The best Machine for Office use, yet introduced.

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-Queen's -i : oad. -

Hongkong, 18th September, 1899. FOR SALE.

THE STEAMLAUNCH, WINDSOR HOTEL I Year Old, 58 feet Keel, 11.6 Width, 6.4 Dept. COMPOUND ENGINE.

P. BOHM, Windsor Hotel Hongkong, 21st September, 1899.

FOR SALE. LI OTEL BUSINESS in NORTHERN PORT, Lang Lease at very Low Rental, Good

Paying concern. Owner obliged to return to England through ill health. For further Particulars, apply in First Instance, by Letter to

G.W.W., Office of this Paper. 14th September, 1800.

TO LET.

CEMI-DETACHED VILLA RESIDEN-CES on Bowen Road (now in course of erection.) PROPERTY lately occupied by the Bowrington Saw Mills. GROUND FLOOR, 52, PEEL STREET. OFFICES:-- 1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.) "HARFORD." MAGAZINE GAP. No. 4, RIPON TERRACE.

Apply to HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 28th August, 1899. TO LET.

FFICE ROOMS on 1st floor of No. 4. Queen's Road, Central, (lately the IM-PERIAL BANK OF CHINA). Apply to

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TRAL POSITION. Summer Rates. Hongkong, 17th May, 1809.

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Kishima'Coal Mines. Yoshio Coal Mines. Yamano Coal Mines. Manoura Coal Mines The Osaka Shosen Kaisha, Ltd. Tokio Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited. Kanegafuchi Cotton Spinning Mills. Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills,

Milke Cotton Spinning Mills, Imperial Government Paper Mills. Onoda Cement Company. MITSUI BUSSAN KAISHA, K. HASEGAWA, Manager.

Hongkong, 19th August, 1899.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

"KUMSANG,"

HE Company's Steamship

Cantain Payne, will be despatched as above TO-MORROW, the 23rd instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 22nd September, 1899.

THE CHINA AND MANILA STEAM SHIP COMPANY, LIMITED.

FOR MANILA. THE Company's New Steamship " DIAMANTE,"

Captain G. A. Tayler, will be despatched for the above port, TO-MORROW, the 23rd instant, The attention of Passengers is directed to the excellent accommodation provided by this

steamer. She, is fitted throughout with Electric For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 19th September, 1899.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE. (ROBT. M. SLOMAN & CO.- HAMBURG). FOR NEW YORK VIA SUEZ CANAL. THE Full-powered Steamship

Captain Fendt, will be despatched as above TO-MORROW, the 23rd instant. The Steamer has Superior Accommodation for Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to CARLOWITZ & Co., · Agents. Hongkong, 11th September, 1899.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

"TAIYUAN," Capthin Nelson, will be despatched on WEDNESDAY, the 27th instant, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating

Chamber ensures the Supply of Fresh n-nvisions-during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versd.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 8th September, 1899. CHINA NAVIGATION COMPANY. LIMITED.

FOR MANILA. THE Company's Steamship

Captain Nelson, will be despatched as above on WEDNESDAY, the 27th instant, The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 8th September, 1899.

CHINA NAVIGATION COMPANY, LIMITED. FOR SHANGHAI AND KOBE.

THE Company's Steamship

Captain Andersen, will be despatched as above on SATURDAY, the 30th instant. The attention of Passengers is directed to [12] the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the

> Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, 21st September, 1899.

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to Adelaide, New Zealand,

TASMANIA, &c.) THE Steamship

Captain Clyma, will be despatched as above on MONDAY, the 2nd October, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage, This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried. N.B.—Return Tickets issued by this Com pany to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGA-TION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 9th September, 1899.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"SARPEDON," Captain Grier, will be despatched as above on TUESDAY, the 3rd October. For Freight, apply to
BUTTERFIELD & SWIRE,

Agents. Hongkong, 8th September, 1899.

Shipping.

STEAMERS.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSU THE Company's Steamship

"TAMSUI MARU," 🕾 🔻 Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA;

Hongkong, 18th September, 1899. [1186a SHEWAN TOMES & CO'S. "NEW YORK"

LINE. FOR PHILADELPHIA AND NEW YORK. THE New Steamship

"PING SUEY," Captain C. de La Perrelle, will be despuched for the above Port, on or about the 5th October. For Freight, apply to SHEWAN, TOMES & Co. Hongkong, 21st August, 1899.

FOR NEW YORK MY SUEZ CANAL THE Steamship.

will be despatched for the above port and will S.S: "JOHN SANDERSON") At Intervals S.S. "AFGHANISTAN".....) of 2 weeks.

For Freight, apply to DODWELL & CO., LIMITED, Hongkong, 7th September, 1899.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORTSAID, SUEZ, BOMBAY, AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the

"CANDIA,"

Goods are landed. This vessel brings on Cargo:-From Madras, ex S.S. Loodiana. Optional Goods will be landed here unless

instructions are given to the contrary before 10 A.M., TO-MORROW. Goods not cleared by the 25th instant, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recongnised. H. A. RITCHIE,

Superintendent. Hongkong, 19th September, 1899.

> NORDDEUTSCHER LLOYD NOTICE TO CONSIGNEES.

5.5. "SACHSEN." THE above named Steamer having arrived, Consignees of Cargo are hereby informed. that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery

may be obtained. Ontional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY. No Claims will be admitted after the Goods

have left the Godowns and all Goods remaining undelivered after the 25th instant, will be subject All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 26th instant, and THURSDAY, the 28th instant, at 9.30 A.M.

All Claims' must reach us before the 5th October, or they will not be recognized. Bills of Lading will be countersigned by the Undersigned. No Fire Insurance has been effected.

... Agents. Hongkong, 19th September, 1899. PACIFIC MAIL STEAMSHIP COMPANY

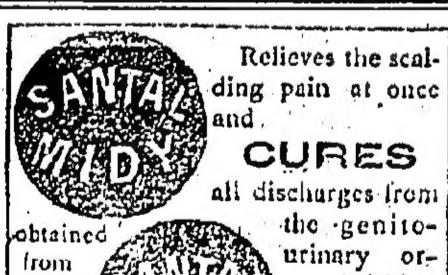
MELCHERS & Co.,

NOTICE ONSIGNEES of CARGO per Steamship

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. I. S. VAN BUREN,

Hongkong, 21st September, 1899.



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all discharges from the genitoutinary or-Bans in cither & sex in

wood. -Santal-Midy Unlike the san dal oil of the Hazurs it is sue to the Corner to Co- it is a specific corner

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THE NEW FRENCH REMEDY. THERAPION

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Johert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything

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THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious discases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

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blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary sympotonis, disease of the bones, sore throat, and all diseases for which it has been too much as fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and throughly eliminates every poisonous matter from the

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It posseses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/9 and 4/o per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government, Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

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HERMANOS.

2

TIAMOND MERCHANTS, JEWEL. LERS AND WATCHMAKERS. Sole Agents in the East for the amaigamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES-PRICE... \$160. A special reliable Watch made for this Climate.

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SURGEON DENTIST, No. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation free.

Hongkong, 27th September, 1848. SUI SANG;

(Lutely Practising with Dr. I. SAKATA); DENTIST, No. 4. Queen's Road Centrol. Hongkong, 8th March, 1890.

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Neither the CAPTAINS, the ACENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in

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Hongkong, 22nd September. 1/11 Mr. A. Doctor UN LONDON, Telegraphic Transfer Bank Bills, on demand 1/11 3/16 Mr. C. B. U. Dodd Credits, 4 months' sight 1/114 D'ments, 4 months' sight 1/11 Credits, 4 months sight2.48 Mr. A. H. Ellis ON NEW YORK, Bank Bills, on demand ...471 Mr. L. L. Etzel Credits, 30 days' sight47 On demand144 ON SHANGHAT, Telegraphic Transfer 72 ON YOKOHAMA, T.T.51 per cent. prem. Gold Leaf ron touch, per taal Mr. R. J. Hall

OPIUM QUOTATIONS.

. Hongkong, 22nd September.

The Share Market.

LATEST QUOTATIONS. (September 22nd.) Banks.

Hongkong and Shanghai Banking Corporation -348 per cent. prem. The Bank of China & Japan, Ld.—(Preference) The Bank of China & Japan, Ld.-(Ordinary)

f. I buyers. The Bank of China & Japan, Ld .- (Deferred) -£5.5 buyers. National Bank of China, Ld. -\$261.

Marine Insurances. Union Insurance Society of Canton, Ld.-\$260. China Traders' Insurance Co., Limited-\$64. North China Insurance Co., Ld.-Tls. 200, Yangtsze Insurance Assoc. Ld.-\$1221. Canton Insurance Office, Ld.-\$150. Straits Insurance Co., Ld. -- Sq.

Fire Insurances. Hongkong Fire Ins. Co., Ld.-5335. China Fire Ins. Co., Ld.—5881.
Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited-\$31. Indo-China Steam Navigation Company, Lo China and Manila S.S. Co., Ld.-\$90. Douglas Steamship Co., Ld.-\$49.

China Mutual S. N. Co., Ld.-(Preference)-£9.10 buyers, China Mutual S. N. Co., Ld.-(Ordinary)-£5.10 buyers. China Mutual S. N. Co., Ld. -- (Ordinary) -- £3 | Mrs. Percy Rolfe and Miss Underwood

Star Forry Co., Ld.-\$191. China Sugar Refining Co., Ld.-\$147. Luzon Sugar Refining Co., Ld.-554. Punjom Mining Co., Ld.-\$81.

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Olivers Freehold Mines, Ld.—(A) \$111. Olivers Freehold Mines, Ld. - (B) \$74. Great Eastern and Caledonian Gold Mining CHINA, American steamer, 3,187, W. B. Co., Ld.-\$2.70. Docks, Wharves and Godowns. Hongkong & Whampon Dock Co., Ld .-- 530.

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Miscellaneous. Green Island Cement Co., Ld. -\$281. China-Raineo Co., Limited-101. A. S. Watson & Co., Limited--517. Hongkong Electric Co., Limited -- \$13. Hongkong and China Gas Co., Ld. \$130, Hongkong Rope Manufacturing Co., Ld. - \$190. Geo. Fenwick & Co., Ld.-\$421. Hongkong Ice Co., Ld. -\$130. 45 Hongkong High-Level Tramways Co., Ld,-

Dairy Farm Co., Limited-\$6. Hongkong & China Bakery Co., Ed. -\$25. Campbell, Moore & Co., Ld.-\$15. Bell's Asbestos Eastern Agency, Limited-£1 nominal. Bells Asbestos Eastern Agency, Ld. -- \$5.

Carmichael & Co., Limited. - \$8. Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—\$65. Ewo Cotton Spinning & W. Co., Ld. -Tls. 70. International Cotton M'fg. Co., Ld.-Tls. 75.

Laou-kung-mow Cotton Spinning & Weaving Co., Ld.-Tls. 75. Soy Chee Cotton Spinning Co., Ld.-Tls. 350. Yahloong Cotton Spinning Co., Ld.-Tis. 55. Tebrau Planting Co., Ld.-\$4 per share. Tebrau Planting Co., Ld. - 25, .

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Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. Smith Dorrien, crulsing. Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Foochow. Aurora, British cruiser, 5,600 tons, Capt. E. H. Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 Bayly, cruising.

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Major G. R. St. John

CRAGIEBURN. Rt. Rev. Bishop Burdon Mr. Hugo Silvestri Rev. F. Flynn, R.N. " Mrs. Simmonds Mrs. Horder The Government Civil Hon. and Mrs. R. D. Hospital Sisters Ormsby Miss Triscott Mr. and Mrs. W. E. Miss Ormsby Mr. A. J. Richardson Turner

Consul Volpicelli Capt. C. B. Simmonds, Madame Volpicelli R.A.

VESSELS IN PORT.

Steamers.

CANDIA, British steamer, 4,195, W. H. Haughton, 19th Sept.,-London 30th July, and. Singapore 13th Sept., General,-P. & O.

CANTON, British steamer, 2,164, C. F. Lock-Sept., General.—P. & O. S. N. Co. Seabury, 21st Sept., - San Francisco 25th

Aug., and Shanghai 18th Sept., Mails and General.—P. M. S. S. Co. Hongkong and Kowloon Wharf and Godown Chwnshan, British steamer, 1,282, J. F. Messer, 20th Sept., -- Sourabaya 11th Sept., General.—Bradley & Co.

DIAMANTE, British steamer, 1,254, G. A. Tayler, 17th Sept., Manila 14th Sept., General.—Shewan, Tomes & Co. EMPRESS OF JAPAN, British steamer, 5,904, G. D. Bowles, R.N.R., 12th Sept.,-Van-

couver 22nd Aug., and Shanghai 9th Sept., Mails and General,-C. P. R. Co. HOIHAO, French steamer, 509, J. C. Gerard, 19th Sept.,-Pakhoi and Hoihow 18th Sept., General.-A. R. Marty. HONGKONG, French steamer, 847, Bastian,

20th Sept.,-Haiphong and Hoihow 19th Sept., General.-A. R. Marty. Hongkong Maru, Japanese steamer, 3,385, W. E. Filmer, 13th Sept., -San Francisco Strombali, Italian cruiser, 3,359-tons, Captain-17th Aug., and Shanghai 11th Sept., General.-J. S. Van Buren.

Brissander, 19th Sept.,—Canton 18th Sept., General.—Kwong Man Woo. Kosai Maru, Japanese steamer, 1,418, J. Nagao, 21st Sept.,—Nagasaki and Swatow Kaisha.

Kumsang, British steamer, 2,078, G. Payne, 10th Sept.,—Calcutta via Penang and Singapore 13th Sept., General.-Jardine, Matheson & Co. LEGAZPI, Spanish steamer, . 565, Antonio

Tribar, 4th Sept., -Manila 1st Sept., Genar ral.—Order. NANYANG, German steamer, 983, Th. Lehmann, 9th Sept.,-Taiwanfoo and Amoy 18th Sept., General.—Douglas, Lapraik & Co. PHRA CHOM KLAO, British steamer, 1,011, Fowler, 21st Sept., -Bangkok 10th Sept., and Swatow 20th, General.-Yuen Fat

Hong. SERBIA, German steamer, 2,377, Ostermann, 19th Sept ,-Hamburg 1st Aug., and Singapore 13th Sept., General.—Siemssen

SUEVIA, German steamer, 4,129, Förck, 14th Sept.,-Swatow 13th Sept., General,-Siemssen & Co.

SUNGKIANG, British steamer, 1,021, S. W. Moore, 218t Sept.,-Manila 18th Sept., General - Bancrield & Swire. TAI LEE, German steamer, 828, T. Calender,

20th Sept., - Hongay 17th Sept., Coal .-Shewan, Tomes & Co. TAIYUAN, British steamer, 1,459, R. Nelson, 3rd Sept.,-Melbourne 22nd July, Sydney 29th, Brisbane 1st Aug., Townsville 4th, Cooktown 6th, Thursday Island 13th, Port Darwin 17th, and Manila 31st, General.-

Butterfield & Swire. TETARTOS, German steamer, 1,574, T. Desler, 15th Sept.,-Suigon 11th Sept., Rice and General.-Siemssen & Co. TRITOS, German steamer, 1,033, P. Lassin, 21st Sept.,-Saigon 16th Sept., Rice .-

Siemssen & Co. YAWATA MARU, Japanese steamer, 2,367, A. E. Moses, 21st Sept.,-Australian Ports and Manila 18th Sept., General.-Nippon Yusen Kaisha.

Sailing Vessels.

CHALLENGER, American ship, 142, Gould, 12th Sept., -- Manila and Sept., Ballast. -- Arn-hold, Karberg & Co. GOVERNOR. ROBIE, American ship, 1,627, Nichols, 21st Aug.,-New York 5th May,

Kerosine Oil,-Standard Oil Co. HUTTON HALL, British ship, 1,989, Thurber, 5th Sept.,-Tacoma 25th June, Flour,-JOSEPHUS, American ship, 1,547, P. Gilkey,

Joth Aug., -- New York 25th April, Case Oil. -- Srandard Oil Co. MAY FLINT, American ship, 3,576, R. Banfield, 20th Sept.,—New York 24th April, Case Oil.-Standard Oil Co.

RETRIEVER, British schooner, 96, Parker, 8th Sept.,-Honolulu 16th July, Ballast .--Mrs. Sleeper and child. SIMLA, British, 4-masted bark, 2,087, Huestis, Mr. A. J. Hamilton 25th Aug.,—Cebu and Phillipine Islands 22nd Aug., Ballast,-Order.

Sr. DAVID, American ship, 1,400, Lyons, 16th

HER BRITANNIO MAJESTY'S SHIPS

Aug.,-San Francisco 3rd June, Flour,-

Hongkong, September aand 1899.

Mr. and Mrs. Bagnall' Barfleur, 1st class battleship, 13,000 tons, 14 Skorpton, Russian torpedo boat, 23 tons, 1 gun,

Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 | Strauts, Russian torpedo boat, 23 tons, 1 gun, h.p., Capt. Wroy, cruising. Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoe,

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, cruising. Esk, coast desence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut-Comdr. C. Chadwick, Shanghai

Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut. Com. R. Keyes,

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong. Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong. Hart, twin screw, torpedo-boat destroyer, 260

tons, 6 guns, 4,000 i.h.p., Hongkong. Hermione, and class cruiser, 4,360 tons, 9,000 i.h.p., 18guns, Capt. G. Callaghan, cruising. Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong. Iphigenia, 2nd class cruiser, 3,600 tons, 8

guns, 7,000 i.h.p., Capt. H. N. Dudding, Linnel, gun-vessel, 756 tons, 2 heavy guns, & 6-pounders, 870 i.h.p., Commander W. W. Smythe, cruising.

Orlando, British cruiser, 5,600 tons, Capt.] Burke, Japan. Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John,

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Shanghai. Plover, 1st class gunboat, 755 tons, 6 guns,

1,200 i.h.p., Lieut.-Comdr. S. V. Y. De M. Cowper, Foochow. Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon. H. Lambton, en route Singa-

Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. The Hon. G. A. Hardinge, Foochow. Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow. Tamar, receiving ship, 4,600 tons, Comdr.

Powell, Hongkong. Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong. Undaunted, 1st class cruiser, 5,600 tons, 12

guns, 8,500 i.h.p., Capt. A. C. Clarke, cruising. Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, cruising: Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan.

Whiting, twin screw, torpedo-boat destroyer,

320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, cruising. Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Eina, Italian cruiser, 3,530 tons, Capt. G. Giorello, Shanghai. Kaiserin Elizabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai, Liberal, l'ortuguese gunboat, 588 tons, Comdr. Cunha, Macao.

Cantantnis, Shanghai. KIANGNAN, Chinese steamer, 1,347, F. A. FOREIGN MEN-OF-WAR ON THE OHINA AND JAPAN STATION.

The Russian Squadron.

20th Sept., General.-Nippon Yusen . Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur. Aleout, Russian gunboat, 810 tons, 8 guns, 760, h.p., Captain Elkisky, at Vladivostock. Boore, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthofft, at Vladivostock. Gaidamak, Russian gunboat, 400 tons, twin

screw, 18 guns, 3,500 h.p., Capt. Serebrennikif at Vladivostock. Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Aathur.

Koreyete, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt Screbriamikoff, at Port Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore. Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioff. Monocacy, U.S. gunboat, 1,370 tons, 6 guns,

at Vladivostock. Navarin, Russian battleship, 10,000 tons, 10 Monterey, U.S. double-turret monitor, 4,084 guns, 9,000 h.p. Captain Tenriche, at Vladivostock. Nayerdnik, Russian cruiser, 1,334 tons, 14 guns,

1,800 h.p., Capt. Zarine, at Port Arthur. Otvarny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain 'Coprianoff, at Nagasaki,

Pamiai Azova, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenins, at Rossia, Russian armourd cruiser, 12,200 tons, Capt. Domojiroff, at Port Arthur.

Rurik, f Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur. Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock, Sissol Veliky, Russian battleship, 10,000 tons, to guns, 8,500 i.h.p, Capt. C. Parenayo, at Port Arthur.

Sivootch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt: Astromoff, at Port Arthur. Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomaky, at Port Arthur. Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf, 3 P.M. at Vladivostock. Vakout, Russian gunboat, 16 guns, 890 h.p., at Viadivostock. Zabiaka, Russian cruiser, 1,230 tons, 20 guns,

2,000 h.p., Capt. Shkruff, at Port Arthur.

3 guns, 2 torp tubes 1,100-h.p., speed 21

RUSSIAN TORPEDO FLOTILLA. (BEA GOING.) Borgo, 1st class, Russian torpedo boat, 81 tons,

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots. Sweaborg, 1st class, Russian torpedo hoat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

(1st and 2nd class.). Forel, Russian torpedo-boat, 23 tons, 1 gun, 220 h.p., 16 knots. Janichichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots. 9.f. guns, 3,000 i.h.p., Commander A. H. Novorvestek, Russian torpedo hoat, 87 tons, 4

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

JAPANESE MENOF-WAR 320 h.p., 16 knots. Sunguri, Russian torpedo boat, 140 tons, 4 Battleships guns, 1,800 h.p., 12 knots.

1,800 h.p., 22 knots,

8,800 i.h.p., at Saigon,

Nagasaki.

Flagship of Rear-Admiral Recunoff.

THE FRENCH SQUADRON.

Aspic, French gunboat, 463 tons, 6 guns, 453

Bayard, French flagship, 5,968 tons, 36 guns,

4,500 h.p., Capt. Joannht, at Yokohama.

2,408 i.h.p., Capt. Texier, at Along Bay.

850 i.h.p., Capt. La Seyne, at Chemulpo.

2,764 h.p., Capt. Delort, at Nagasaki.

8,000 i h.p., Capt. Aubin, at Foochow.

Surprise, French gunboat, 627 tons, 10 guns,

Triomphante, French armoured cr., 4,700 tons,

Vouban, French flagship, 6,150, Capt. Boutet

Vipère, French gunboat, 463 tons, 6 guns, 441

† Flagship of Rear-Admiral Gigault' de

h.p., Comdr. Constolle, at Bangkok.

THE GERMAN SQUADRON

Cormoran, German cruiser, 1,640 tons, 14 guns,

Gefion, German cruiser, 4,207 tons, 25 guns,

Deutschland, German cruiser, 7,319 tons, 38

Irene, German cruiser, 4,400 tons, 22 guns,

Kaiserin Augusta, German cruiser, 6,000 tons,

Captain Korvetton, at Amoy.

* Flagship of Prince Henry of Prussia.

h.p., Comdr. S. W. Very, at Manila.

h.p., Lt. Com. J. B. Briggs, at Manila.

Lieut. Comdr. J. W. Carlin, at Manila.

Iris. U.S. distilling-ship, 6,100 tons, 1,300 h.p.,

Lieut.-Comdr. N. T. Houston, at Manila.

850 h.p., Com. G. A. Bicknell, at Shanghai.

tons, 4 guns, 5,244 h.p., Comdr. E. H. C.

16 guns, 11,111 h.p., Capt. G. F. F. Wilde,

Oregon, U.S. 1st class battleship, 10,288 tons,

h.p. Comdr. C. C. Cornwell, at Manila. -

800 h.p., Comdr. Harry Knox, at Manila.

Office.

A Mail will close:-

Kumsang to-morrow, the 23rd inst., at 10 A.M.

For Singapore, Penang and Calcutta-Per

For Ningpo and Shanghai-Per Taisang to:

For Nagasaki, Kobe and Yokohama-Por

For Shanghai-Per Chiyuen to-morrow, the

For Kongmoon and Samshui-Per Wuchow

Yawata Maru to-morrow, the 23rd instant, at

Zafiro, U.S. dispatch vessel.

morrow, the 23rd instant, at 10 A.M.

to-morrow, the 23rd instant, at 4 P.M.

loong to-morrow, the 23rd inst., at 5 P.M.

Monday, the 25th instant, at 3 P.M.

23rd instant, at 3 P.M.

23rd instant, at 4 P.M.

25th instant, at 3 P.M.

27th instant, at 10 A.M.

Arnold, at Manila.

Louize, at Manila.

Nanshan, U.S. collier.

at Manila.

THE AMERICAN SQUADRON.

Kiaochow.

guns, 5,360 h.p., Capt. Plachet, at Seoul.

8,000 h.p., Capt. Obenteimer, at Foochow.

12 guns, 12,000 i.h.p., Captain Gulich, at

9,000 h.p., Capt. Fehenius, at Amoy.

2,700 h.p., Comdr. Brussatis, at Friedrich

24 guns, 2,400 h.p., Capt. B. de Brotizel, at

h.p., Capt. Amot, at Shanghair

860 i.h.p., at Saigon.

at Haiphong.

Wilhelmshaven.

Bedollier.

h.p., Captain Journet, at Saigon.

h.p., Captain Simon, at Saigon.

Yashim 7, 1st class, 12,400 tons, 38 guns, 14,000 Ussuri, Russian torpedo boat, 140 tons, 4 guns, h.p. at Yokohama Flagship of Vice-Admiral Alexeieff.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 b.p., at Nagasaki. Flagship of Rear-Admiral F. V. Dubossoff. Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p.; Yokohama.

5,400 h.p., at Manila. Ilsuskuskima, 'Ist class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki.

Beautemps-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Captain Ternet, at Kongo, and class, 2,550 tons, 13 guns, 2,035 Bruix, French cruiser, 4,750 tons, 16 guns, 1 Hiyes, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., Comète, French gunboat, 473 tons, 6 guns, 631.

Heiyen, and class, 2,600 tons, 15 guns, 2,400

Descartes, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at Karagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p. Eclaireur, French cruiser, 1,608 tons, 15 guns, Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p." Forfait, French cruiser, 2,321 tons, 23 guns, Akashi, protected cruiser, 1st class, 2,800 tons,

Inconstant, French cruiser, 891 tons, 8 guns, Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo. Jean Bart, French cruiser, 4,500 tons, to guns, Naniwa, protected cruiser, 1st class, 3,709 tons, Lion, French gunboat, 473 tons, 8 guns, 576

tons, 24 guns, 7,120 h.p. Pascal, French protected cruiser, 3,985 tons, Chiyoda, protected cruise, 1st class, 2,450 tons, 36 guns, 9,000 i.h.p., Capt. de Bretizei, at 27 guns, 5,500 h.p. Takasago, protected cruiser, 1st class, 4,227 Pluvier, French despatch-boat, 545, tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok. tons, 30 guns, 10,000 h.p., at Manila.

Akitsusu, protected oruiser, 1st class, 3,150 . 26 guns, 8,500 h.p. Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p.

Idsumi, protected eruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p. Sai-yen, protected cruiser, 1st class, 2,300 tons,

Manila Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p. Takpo, 2nd class, 1,764 tons 15 guns, 2,400 h.p. Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630

2,887 h.p.

Sloops and Corvettes.

Kaiser, German, flagship, 7,676 tons, 28 guns, Atago, 620 tons, 10 guns, 700 h.p. 7,800 h.p., Captain Stubenrauch, at Wei-Maya, 620 tons, 10 guns, 700 n.p. Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan Soko, 572 tons, 4 guns, 400 h.p. Iwaki, 600 tons, 6 guns, 400 h.p. Chinio, 490 tons, 5 guns 472 h.p. Chinesi, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p. Chin Pui, 500 tons, 9 guns, 455 h.p. Chin Chu, 500 tons, 9-guns, 455 h.p. Torpedo-gunboat.

Castine, U.S. gunbout, 1,177 tons, 8 guns, 2,199 7 boats (Kobe), 36 tons, 2 torpedo-tubes, 525 Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila. boat (Normand), 75 tons, 2 torpedo-tubes, Charleston, U.S. cruiser, 3,730 tons, 8 guns,

4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 10 boats (Yarrow), 40 tons, 3 torpedo-tubes, Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., 620 h.p.

> (used as gunnery traning ship.) ... Kanjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.) Manjin, sailing-ship, 877 tons, 6 guns,

lo guns; 520 h.p. Monadnock, U.S. double-turret monitor, 3,990 (used as training ship.) tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila.

Asamo, sailing corvette, 1,420 tons, 12 guns,

(used as torpedo training ship

AND LOROHAS Fatshan, British steamer, 2,260, J. Dick,-Hongkong, Canton, and Macao Steamboat

Hongkong Canton, and Macao Steamboat Hankow, British steamer, 2,235, C. V. Lloyd,-Hoi-tong, Chinese steamer, 400 tons, Captain
Austen,—Chi Wo & Co. Tai-on, British steamer, 728, Goblouski, Tai

Hongkong and Macso Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton. Lungshan, British steamer, 108, Morrison, Hongkong, Canton and Macao Steamboat

Kiangtung, Chinese steamer, 503, Holmes. China Merchant Steam Navigation Co. Canton and West River.

For Swatow, Amoy and Tamsui-Per Hal-For Amby and Manila-Per Sungkiang on --- Hongkong, Canton and Macao Steam-For Shanghai-Per Eastern on Monday, the City of Whampon, Chinese steamer, 40,-Ah.

For Kongmoon, Samshui and Wuchow- Sun Chow, Chinese steamer, Ill You Hongkong and West River.

Per Samshui on Monday, the 25th instant, at For Manila, Port Darwin, Thursday Island, Suitong British steamer, 359, Kwong Wang Cooktown, Townsville, Brisbane, Sydney and Steamship Co. Melbourne-Per Taiyuan on Wednesday, the Cheung Kong, Y. Kun, 58,-Kwong Wan, 5.S.

For Amoy, Shanghai, Nagasaki, Kobe, Lil American lorcha.
Yokohama, Victoria and Vancouver, B.C.—Per. Wuchaw, British steamer, B. D. Phonas, Empress of Japan on Wednesday, the 27th Hongkong, Canton and Macao Steamboar instant, at 11 A.M. For Kongmoon and Samshul-Per Wuchow | Samshuh British steamer, Summers, Hong.

For Europe, &c., India, via Tuticorin—Per Loranse and Schooners.

Valetta on Saturday, the 30th inst., at 11 A.M. Kutsing Jorchie, 160, Reynolds, Hongkong to For Europe, &c., India, via Tuticorin—Per Canton—Hung Kum Sing.

Coast Defence Ships Maisushima, 1st class, 4,277 tons, 25 guns,

Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu.

Cruisers.

... 30 guns, 8,500 h.p. 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700

Akitsushima, protected cruiser, 1st class, at

Tsukushi, 3rd class, 1380 tons, 12 guns,

Musashi, 1,490 tons, to guns, 1,600 h.p. Kaisuragi, 1,480 tons, to guns, 1,600 h.p. Yamato, 1,480 tons, 10 guns, 1,600 h.p. Tenriu, 1,550 tons, 10 guns, 1165 h.p. Kaimon, 1,360 tons, 10 guns, 1,125 h.p. Amagi, 1,030 tons, 13 guns, 720 h.p. Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko Akagi, 620 tons, 10 guns, 700 h.p., at Chefoo.

Moewe, German surveying vessel, '970 tons,' Princess Wilhelm, German cruiser, 47400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Flagship of Rear-Admiral von Diederichs.

Taisuta, 875 tons, 6 guns, 5 torpedo tubes Baltimore, U.S. cruiser, 4,413 tons, to guns, - 5,500 h.p. 10,064 h.p., Capt. J. M. Forsythe, at Manila. Torpedo-boats. Ikadusch, Japanese torpedo-boat destroyer Bennington, U.S. gunboat, 1,710 tons, 6 guns, 331 tons, Comdr. I. Ishida, Hongkong. Kolaka, 190 tons, 6 torpedo-tubes, 1,400 h.p. 3,436 h.p., Com. E. D. Taussig, at Manila. Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila. 14 boats (Creusot), 56 tons, 2 torpedo-tubes,

boots (Schichau), 90 tons, 3 torpedo-tubes; 6,666, i.h.p., Capt. G. W. Pigman, at Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003

Glacier, U.S. refrigerator ship, Comdr. C. H. Miscellaneous. Rinjo, armoured cruiser, 2,530 tons, to guns, Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988
h.p., Comdr. E. K. Moore, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 (used as training ship.) h.p., Lieut.-Comdr. Frederic Singer, at Tsukuba, wooden screw steamer, 1,989 tons

ingei wooden paddle steamer, 1,465 tons, small guns.

RIVER STEAMERS, SCHOONERS,

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 Princeton, U.S. gunboat, 1,000 tons, 6 guns, Ho-nam, British steamer, 1,377, H. D. Jones, -- Hongkong, Canton, & Macao Steamboat Yorktown, U.S. gunboat, 1,700 tohs, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila. Powan, British-steamer, 1,890, A. N. Patrick, Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at

On Steamship Co. Chun Wai, British steamer, - Kwong Wan S.S.

Houngshan, British steamer, 1,055, W. E.

For Manila-Per Diamants to-morrow, the Lungkiang, British steamer, 108, J. J. Lossieres.

kong Canton Mecao Steamboat Co. I. M. & Co. and B. & S.

on Wednesday, the 27th instant, at 4 P.M. For Kongmoon, Kumchuk and Samshui-Per Samshus on Friday, the 29th inst., at A P.M.

guns, 13,163 i.h.p. Captain Hon. S. C. J.

Zio h.p., 16 knots.

Colville, C.B., cruising.

Ronaventure, and class cruiser, 4,360 tons, 18

guns, 9,000 i.h.p., Capt. R. H. J. Mont.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun,

For Nagasaki, Kobe and Yokohama, Per Printed and Politikad by ETHE IBP printed and Bisagno on Monday, the and Oot, at 11 Aller Acting